



18/2/99

Transmittal Note

Amendment No. 1

to the

SUPPLEMENT TO

ANNEX 14 — AERODROMES

VOLUME II — HELIPORTS

(Second Edition)

To incorporate Amendment No. 1 to the Supplement, dated 18/2/99:

1. Replace pages (iii) and (iv) by the attached new pages (iii) to (v).
2. Insert the following new and replacement pages:

Argentina	Netherlands
Australia	New Zealand
Chile	Norway
France	Sweden
Germany	United Arab Emirates
3. Record this amendment on page (ii) of the Supplement.

COVER SHEET TO AMENDMENT 2

**INTERNATIONAL STANDARDS AND
RECOMMENDED PRACTICES**

AERODROMES

**ANNEX 14
TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION**

**VOLUME II
HELIPORTS**

SECOND EDITION — JULY 1995

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Checklist of Amendments to Annex 14, Volume II

	<i>Effective date</i>	<i>Date of applicability</i>
Second Edition (incorporates Amendment 1)	24 July 1995	9 November 1995
Amendment 2 (adopted by the Council on 21 March 1997) Replacement pages (iii), (iv), (ix), 1 to 4, 4A, 51 to 53	21 July 1997	6 November 1997



Transmittal Note

Amendment 2
to the
International Standards and Recommended Practices

AERODROMES

(Annex 14, Volume II, to the Convention
on International Civil Aviation)

To incorporate Amendment 2, which becomes applicable on 6 November 1997:

1. Insert the following new and replacement pages dated 6/11/97:

a) Pages (iii) and (iv)	— Table of Contents
b) Page (ix)	— Foreword
c) Pages 1 and 2	— Chapter 1
d) Pages 3, 4 and 4A	— Chapter 2
e) Pages 51 to 53	— Appendix 1
2. Delete, by hand, the word " — END — " on page 50 and change the amendment date in the lower left-hand corner to read " 6/11/97 ".
No. 2
3. Record the entry of this amendment of page (ii).

21/7/97



21/1/97

Transmittal Note

SUPPLEMENT TO
ANNEX 14 — AERODROMES
VOLUME II — HELIPORTS
(Second Edition)

1. The attached Supplement supersedes all previous Supplements to Annex 14, Volume II, and includes differences notified by Contracting States up to 21 January 1997.
2. This Supplement should be inserted at the end of Annex 14, Volume II, Second Edition. Additional differences and revised comments received from Contracting States will be issued at intervals as amendments to this Supplement.



Annex 14
Volume II
2nd Edition
Corrigendum
(English only)
20/10/95

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERODROMES

ANNEX 14

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**VOLUME II
HELIPORTS**

SECOND EDITION — JULY 1995

CORRIGENDUM

1. Please replace existing page 35, dated 9/11/95, by the attached new page bearing the notation "Corr".
2. Record the entry of this corrigendum on page (ii) of Annex 14, Volume II.

**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERODROMES

ANNEX 14

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**VOLUME II
HELIPORTS**

SECOND EDITION — JULY 1995

**This edition incorporates all amendments to Annex 14, Volume II, adopted
by the Council prior to 14 March 1995 and supersedes on
9 November 1995 all previous editions of Annex 14, Volume II.**

**For information regarding the applicability of the Standards and
Recommended Practices, see Foreword and the relevant clauses in
each Chapter**

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**INTERNATIONAL STANDARDS
AND RECOMMENDED PRACTICES**

AERODROMES

ANNEX 14

TO THE CONVENTION ON INTERNATIONAL CIVIL AVIATION

**VOLUME II
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INTERNATIONAL CIVIL AVIATION ORGANIZATION

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ABBREVIATIONS AND SYMBOLS

(used in Annex 14, Volume II)

Abbreviations

cd	Candela
cm	Centimeter
D	Helicopter largest over-all dimension
FATO	Final approach and take-off area
ft	Foot
HAPI	Helicopter approach path indicator
Hz	Hertz
IMC	Instrument meteorological conditions
kg	Kilogram
km/h	Kilometre per hour
kt	Knot
L	Litre
LDAH	Landing distance available
L/min	Litre per minute
m	Metre

Abbreviations

RD	Diameter of the largest rotor
RTODAH	Rejected take-off distance available
s	Second
TLOF	Touchdown and lift-off area
TODAH	Take-off distance available
VMC	Visual meteorological conditions

Symbols

°	Degree
=	Equals
%	Percentage
±	Plus or minus

MANUALS

(related to the specifications of this Annex)

Aerodrome Design Manual (Doc 9157)

- Part 1 — Runways
- Part 2 — Taxiways, Aprons and Holding Bays
- Part 3 — Pavements
- Part 4 — Visual Aids
- Part 5 — Electrical Systems

Airport Planning Manual (Doc 9184)

- Part 1 — Master Planning
- Part 2 — Land Use and Environmental Control
- Part 3 — Guidelines for Consultant/Construction Services

Airport Services Manual (Doc 9137)

- Part 1 — Rescue and Fire Fighting
- Part 2 — Pavement Surface Conditions
- Part 3 — Bird Control and Reduction

Part 4 — Fog Dispersal (withdrawn)

- Part 5 — Removal of Disabled Aircraft
- Part 6 — Control of Obstacles
- Part 7 — Airport Emergency Planning
- Part 8 — Airport Operational Services
- Part 9 — Airport Maintenance Practices

Heliport Manual (Doc 9261)

Stolport Manual (Doc 9150)

Manual on the ICAO Bird Strike Information System (IBIS) (Doc 9332)

Manual of Surface Movement Guidance and Control Systems (SMGCS) (Doc 9476)

FOREWORD

Historical background

Standards and Recommended Practices for aerodromes were first adopted by the Council on 29 May 1951 pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago 1944) and designated as Annex 14 to the Convention. The document containing these Standards and Recommended Practices is now designated as Annex 14, Volume I to the Convention. In general, Volume I addresses planning, design and operations of aerodromes but is not specifically applicable to heliports.

Therefore, Volume II is being introduced as a means of including provisions for heliports. Proposals for comprehensive Standards and Recommended Practices covering all aspects of heliport planning, design and operations have been developed with the assistance of the ANC Visual Aids Panel and the ANC Helicopter Operations Panel.

Table A shows the origin of the provisions in this volume, together with a list of the principal subjects involved and the dates on which the Annex was adopted by the Council, when it became effective and when it became applicable.

Action by Contracting States

Notification of differences. The attention of Contracting States is drawn to the obligation imposed by Article 38 of the Convention by which Contracting States are required to notify the Organization of any differences between their national regulations and practices and the International Standards contained in this Annex and any amendments thereto. Contracting States are invited to extend such notification to any differences from Recommended Practices contained in this Annex and any amendments thereto, when the notification of such differences is important for the safety of air navigation. Further, Contracting States are invited to keep the Organization currently informed of any differences which may subsequently occur, or of the withdrawal of any differences previously notified. A specified request for notification of differences will be sent to Contracting States immediately after the adoption of each amendment to this Annex.

The attention of States is also drawn to the provisions of Annex 15 related to the publication of differences between their national regulations and practices and the related ICAO Standards and Recommended Practices through the Aero-

nautical Information Service, in addition to the obligation of States under Article 38 of the Convention.

Promulgation of information. The establishment and withdrawal of and changes to facilities, services and procedures affecting aircraft operations provided in accordance with the Standards and Recommended Practices specified in this Annex should be notified and take effect in accordance with the provisions of Annex 15.

Status of Annex components

An Annex is made up of the following component parts, not all of which, however, are necessarily found in every Annex; they have the status indicated:

1. — *Material comprising the Annex proper:*

- a) *Standards and Recommended Practices* adopted by the Council under the provisions of the Convention. They are defined as follows:

Standard: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as necessary for the safety or regularity of international air navigation and to which Contracting States will conform in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.

Recommended Practice: Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as desirable in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will endeavour to conform in accordance with the Convention.

- b) *Appendices* comprising material grouped separately for convenience but forming part of the Standards and Recommended Practices adopted by the Council.
- c) *Definitions* of terms used in the Standards and Recommended Practices which are not self-

Annex 14 — Aerodromes

Volume II

explanatory in that they do not have accepted dictionary meanings. A definition does not have independent status but is an essential part of each Standard and Recommended Practice in which the term is used, since a change in the meaning of the term would affect the specifications.

- d) *Tables and Figures* which add to or illustrate a Standard or Recommended Practice and which are referred to therein, form part of the associated Standard or Recommended Practice and have the same status.

2.— *Material approved by the Council for publication in association with the Standards and Recommended Practices:*

- a) *Forewords* comprising historical and explanatory material based on the action of the Council and including an explanation of the obligations of States with regard to the application of the Standards and Recommended Practices ensuing from the Convention and the Resolution of Adoption.
- b) *Introductions* comprising explanatory material introduced at the beginning of parts, chapters or sections of the Annex to assist in the understanding of the application of the text.
- c) *Notes* included in the text, where appropriate, to give factual information or references bearing on the Standards or Recommended Practices in question, but not constituting part of the Standards or Recommended Practices.
- d) *Attachments* comprising material supplementary to the Standards and Recommended Practices, or included as a guide to their application.

Selection of language

This Annex has been adopted in four languages — English, French, Russian and Spanish. Each Contracting State is requested to select one of those texts for the purpose of national implementation and for other effects provided for in the Convention, either through direct use or through translation into its own national language, and to notify the Organization accordingly.

Editorial practices

The following practice has been adhered to in order to indicate at a glance the status of each statement: *Standards* have been printed in light face roman; *Recommended Practices* have been printed in light face italics, the status being indicated by the prefix **Recommendation**; *Notes* have been printed in light face italics, the status being indicated by the prefix *Note*.

The following editorial practice has been followed in the writing of specifications: for Standards the operative verb “shall” is used, and for Recommended Practices the operative verb “should” is used.

The units of measurement used in this document are in accordance with the International System of Units (SI) as specified in Annex 5 to the Convention on International Civil Aviation. Where Annex 5 permits the use of non-SI alternative units these are shown in parentheses following the basic units. Where two sets of units are quoted it must not be assumed that the pairs of values are equal and interchangeable. It may, however, be inferred that an equivalent level of safety is achieved when either set of units is used exclusively.

Any reference to a portion of this document, which is identified by a number and/or title, includes all subdivisions of that portion.

*Foreword**Annex 14 — Aerodromes*

Table A. Amendments to Annex 14, Volume II

<i>Amendment</i>	<i>Source(s)</i>	<i>Subject(s)</i>	<i>Adopted Effective Applicable</i>
1st Edition	Fourth Meeting of the ANC Helicopter Operations Panel; Eleventh meeting of the ANC Visual Aids Panel and Secretariat	Physical characteristics; obstacle limitation surfaces; visual aids for visual meteorological conditions; rescue and fire fighting services.	9 March 1990 30 July 1990 15 November 1990
1 (2nd Edition)	Twelfth Meeting of the ANC Visual Aids Panel and Secretariat	Standard geodetic reference system (WGS-84); frangibility; visual aids for helicopter non-precision approaches; and visual alignment guidance system.	13 March 1995 24 July 1995 9 November 1995
2	Air Navigation Commission	Aeronautical data bases and vertical component of the World Geodetic System — 1984 (WGS-84).	21 March 1997 21 July 1997 6 November 1997

INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES

CHAPTER 1. GENERAL

Introductory Note.— Volume II of this Annex contains Standards and Recommended Practices (specifications) that prescribe the physical characteristics and obstacle limitation surfaces to be provided for at heliports, and certain facilities and technical services normally provided at a heliport. It is not intended that these specifications limit or regulate the operation of an aircraft.

The specifications in this volume modify or complement those in Volume I which, where appropriate, are also applicable to heliports. In other words, where a particular issue is a subject of a specification in this volume that specification will supersede any other specification on that particular issue in Volume I. Throughout this volume the term "heliport" is used; however, it is intended that these specifications also apply to areas for the exclusive use of helicopters at an aerodrome primarily meant for the use of aeroplanes.

It is to be noted that provisions for helicopter flight operations are contained in Annex 6, Part III.

1.1 Definitions

When the following terms are used in this volume they have the meanings given below. Annex 14, Volume I contains definitions for those terms which are used in both volumes.

Accuracy. A degree of conformance between the estimated or measured value and the true value.

Note.— For measured positional data the accuracy is normally expressed in terms of a distance from a stated position within which there is a defined confidence of the true position falling.

Air taxiway. A defined path on the surface established for the air taxiing of helicopters.

Air transit route. A defined path on the surface established for the air transiting of helicopters.

Cyclic redundancy check (CRC). A mathematical algorithm applied to the digital expression of data that provides a level of assurance against loss or alteration of data.

Data quality. A degree or level of confidence that the data provided meets the requirements of the data user in terms of accuracy, resolution and integrity.

Declared distances — heliports.

- a) **Take-off distance available (TODAH).** The length of the final approach and take-off area plus the length of helicopter clearway (if provided) declared available and suitable for helicopters to complete the take-off.
- b) **Rejected take-off distance available (RTODAH).** The length of the final approach and take-off area declared available and suitable for performance class 1 helicopters to complete a rejected take-off.
- c) **Landing distance available (LDAH).** The length of the final approach and take-off area plus any additional area declared available and suitable for helicopters to complete the landing manoeuvre from a defined height.

Elevated heliport. A heliport located on a raised structure on land.

Ellipsoid height (Geodetic height). The height related to the reference ellipsoid, measured along the ellipsoidal outer normal through the point in question.

Final approach and take-off area (FATO). A defined area over which the final phase of the approach manoeuvre to hover or landing is completed and from which the take-off manoeuvre is commenced. Where the FATO is to be used by performance Class 1 helicopters, the defined area includes the rejected take-off area available.

Geodetic datum. A minimum set of parameters required to define location and orientation of the local reference system with respect to the global reference system/frame.

Geoid. The equipotential surface in the gravity field of the Earth which coincides with the undisturbed mean sea level (MSL) extended continuously through the continents.

Note.— The geoid is irregular in shape because of local gravitational disturbances (wind tides, salinity, current, etc.) and the direction of gravity is perpendicular to the geoid at every point.

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Geoid undulation. The distance of the geoid above (positive) or below (negative) the mathematical reference ellipsoid.

Note.— In respect to the World Geodetic System — 1984 (WGS-84) defined ellipsoid, the difference between the WGS-84 ellipsoidal height and orthometric height represents WGS-84 geoid undulation.

Helicopter ground taxiway. A ground taxiway for use by helicopters only.

Helicopter clearway. A defined area on the ground or water under the control of the appropriate authority, selected and/or prepared as a suitable area over which a performance class 1 helicopter may accelerate and achieve a specific height.

Helicopter stand. An aircraft stand which provides for parking a helicopter and, where air taxiing operations are contemplated, the helicopter touchdown and lift-off.

Helideck. A heliport located on a floating or fixed off-shore structure.

Heliport. An aerodrome or a defined area on a structure intended to be used wholly or in part for the arrival, departure and surface movement of helicopters.

Integrity (aeronautical data). A degree of assurance that an aeronautical data and its value has not been lost nor altered since the data origination or authorized amendment.

Orthometric height. Height of a point related to the geoid, generally presented as an MSL elevation.

Safety area. A defined area on a heliport surrounding the FATO which is free of obstacles, other than those required

for air navigation purposes, and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO.

Station declination. An alignment variation between the zero degree radial of a VOR and true north, determined at the time the VOR station is calibrated.

Surface level heliport. A heliport located on the ground or on the water.

Touchdown and lift-off area (TLOF). A load bearing area on which a helicopter may touch down or lift off.

1.2 Applicability

1.2.1 The interpretation of some of the specifications in the Annex expressly requires the exercising of discretion, the taking of a decision or the performance of a function by the appropriate authority. In other specifications, the expression appropriate authority does not actually appear although its inclusion is implied. In both cases, the responsibility for whatever determination or action is necessary shall rest with the State having jurisdiction over the heliport.

1.2.2 The specifications in Annex 14, Volume II shall apply to all heliports intended to be used by helicopters in international civil aviation. The specifications of Annex 14, Volume I shall apply, where appropriate, to these heliports as well.

1.2.3 Wherever a colour is referred to in this volume, the specifications for that colour given in Appendix 1 to Annex 14, Volume I shall apply.

CHAPTER 2. HELIPORT DATA

2.1 Aeronautical data

2.1.1 Determination and reporting of heliport related aeronautical data shall be in accordance with the accuracy and integrity requirements set forth in Tables 1 to 5 contained in Appendix 1 while taking into account the established quality system procedures. Accuracy requirements for aeronautical data are based upon a 95 per cent confidence level and in that respect, three types of positional data shall be identified: surveyed points (e.g. FATO threshold), calculated points (mathematical calculations from the known surveyed points of points in space, fixes) and declared points (e.g. flight information region boundary points).

Note. — Specifications governing the quality system are given in Annex 15, Chapter 3.

2.1.2 Contracting States shall ensure that integrity of aeronautical data is maintained throughout the data process from survey/origin to the next intended user. Aeronautical data integrity requirements shall be based upon the potential risk resulting from the corruption of data and upon the use to which the data item is put. Consequently, the following classification and data integrity level shall apply:

- a) *critical data, integrity level 1×10^{-8}* : there is a high probability when using corrupted critical data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe;
- b) *essential data, integrity level 1×10^{-5}* : there is a low probability when using corrupted essential data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe; and
- c) *routine data, integrity level 1×10^{-3}* : there is a very low probability when using corrupted routine data that the continued safe flight and landing of an aircraft would be severely at risk with the potential for catastrophe.

2.1.3 Protection of electronic aeronautical data while stored or in transit shall be totally monitored by the cyclic redundancy check (CRC). To achieve protection of the integrity level of critical and essential aeronautical data as classified in 2.1.2 above, a 32 or 24 bit CRC algorithm shall apply respectively.

2.1.4 **Recommendation.** — To achieve protection of the integrity level of routine aeronautical data as classified in 2.1.2 above, a 16 bit CRC algorithm should apply.

Note.— Guidance material on the aeronautical data quality requirements (accuracy, resolution, integrity, protection and traceability) is contained in the World Geodetic System — 1984 (WGS-84) Manual (Doc 9674). Supporting material in respect of the provisions of Appendix 1 related to accuracy and integrity of aeronautical data, is contained in RTCA Document DO-201A and European Organization for Civil Aviation Equipment (EUROCAE) Document ED-77, entitled "Industry Requirements for Aeronautical Information".

2.1.5 Geographical coordinates indicating latitude and longitude shall be determined and reported to the aeronautical information services authority in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum, identifying those geographical coordinates which have been transformed into WGS-84 coordinates by mathematical means and whose accuracy of original field work does not meet the requirements in Appendix 1, Table 1.

2.1.6 The order of accuracy of the field work shall be such that the resulting operational navigation data for the phases of flight will be within the maximum deviations, with respect to an appropriate reference frame, as indicated in tables contained in Appendix 1.

2.1.7 In addition to the elevation (referenced to mean sea level) of the specific surveyed ground positions at heliports, geoid undulation (referenced to the WGS-84 ellipsoid) for those positions as indicated in Appendix 1, shall be determined and reported to the aeronautical information services authority.

Note 1.— An appropriate reference frame is that which enables WGS-84 to be realized on a given heliport and with respect to which all coordinate data are related.

Note 2.— Specifications governing the publication of WGS-84 coordinates are given in Annex 4, Chapter 2 and Annex 15, Chapter 3.

2.2 Heliport reference point

2.2.1 A heliport reference point shall be established for a heliport not co-located with an aerodrome.

Note.— When the heliport is co-located with an aerodrome, the established aerodrome reference point serves both aerodrome and heliport.

2.2.2 The heliport reference point shall be located near the initial or planned geometric centre of the heliport and shall normally remain where first established.

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2.2.3 The position of the heliport reference point shall be measured and reported to the aeronautical information services authority in degrees, minutes and seconds.

2.3 Heliport elevation

2.3.1 The heliport elevation and geoid undulation at the heliport elevation position shall be measured and reported to the aeronautical information services authority to the accuracy of one-half metre or foot.

2.3.2 For a heliport used by international civil aviation, the elevation of the touchdown and lift-off area and/or the elevation and geoid undulation of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to the aeronautical information services authority to the accuracy of:

- one-half metre or foot for non-precision approaches; and
- one-quarter metre or foot for precision approaches.

Note.— Geoid undulation must be measured in accordance with the appropriate system of coordinates.

2.4 Heliport dimensions and related information

2.4.1 The following data shall be measured or described, as appropriate, for each facility provided on a heliport:

- a) heliport type — surface-level, elevated or helideck;
- b) touchdown and lift-off area — dimensions to the nearest metre or foot, slope, surface type, bearing strength in tonnes (1 000 kg);
- c) final approach and take-off area — type of FATO, true bearing to one-hundredth of a degree, designation number (where appropriate), length, width to the nearest metre or foot, slope, surface type;
- d) safety area — length, width and surface type;
- e) helicopter ground taxiway, air taxiway and air transit route — designation, width, surface type;
- f) apron — surface type, helicopter stands;
- g) clearway — length, ground profile; and
- h) visual aids for approach procedures, marking and lighting of FATO, TLOF, taxiways and aprons.
- i) distances to the nearest metre or foot of localizer and glide path elements comprising an instrument landing system (ILS) or azimuth and elevation antenna of

microwave landing system (MLS) in relation to the associated TLOF or FATO extremities.

2.4.2 The geographical coordinates of the geometric centre of the touchdown and lift-off area and/or of each threshold of the final approach and take-off area (where appropriate) shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

2.4.3 The geographical coordinates of appropriate centre line points of helicopter ground taxiways, air taxiways and air transit routes shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

2.4.4 The geographical coordinates of each helicopter stand shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and hundredths of seconds.

2.4.5 The geographical coordinates of significant obstacles on and in the vicinity of a heliport shall be measured and reported to the aeronautical information services authority in degrees, minutes, seconds and tenths of seconds. In addition, the top elevation rounded up to the nearest metre or foot, type, marking and lighting (if any) of the significant obstacles shall be reported to the aeronautical information services authority.

2.5 Declared distances

The following distances to the nearest metre or foot shall be declared, where relevant, for a heliport:

- a) take-off distance available;
- b) rejected take-off distance available; and
- c) landing distance available.

2.6 Co-ordination between aeronautical information services and heliport authorities

2.6.1 To ensure that aeronautical information services units obtain information to enable them to provide up-to-date pre-flight information and to meet the need for in-flight information, arrangements shall be made between aeronautical information services and heliport authorities responsible for heliport services to report to the responsible aeronautical information services unit, with a minimum of delay:

- a) information on heliport conditions;
- b) the operational status of associated facilities, services and navigation aids within their area of responsibility;

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- c) any other information considered to be of operational significance.

2.6.2 Before introducing changes to the air navigation system, due account shall be taken by the services responsible for such changes of the time needed by the aeronautical information service for the preparation, production and issue of relevant material for promulgation. To ensure timely provision of the information to the aeronautical information service, close co-ordination between those services concerned is therefore required.

2.6.3 Of a particular importance are changes to aeronautical information that affect charts and/or computer-based navigation systems which qualify to be notified by the aeronautical information regulation and control (AIRAC) system, as specified in Annex 15, Chapter 6 and Appendix 4. The predetermined, internationally agreed AIRAC effective dates in addition to 14 days postage time shall be observed by the responsible heliport services when submitting the raw information/data to aeronautical information services.

2.6.4 The heliport services responsible for the provision of raw aeronautical information/data to the aeronautical information services shall do that while taking into account accuracy and integrity requirements for aeronautical data as specified in Appendix 1 to this Annex.

Note 1.— Specifications for the issue of a NOTAM and SNOWTAM are contained in Annex 15, Chapter 5, Appendices 6 and 2 respectively.

Note 2.— The AIRAC information is distributed by the AIS at least 42 days in advance of the AIRAC effective dates with the objective of reaching recipients at least 28 days in advance of the effective date.

Note 3.— The schedule of the predetermined internationally agreed AIRAC common effective dates at intervals of 28 days, including 6 November 1997 and guidance for the AIRAC use are contained in the Aeronautical Information Services Manual (Doc 8126, Chapter 3, 3.1.1 and Chapter 4, 4.4).

CHAPTER 3. PHYSICAL CHARACTERISTICS

3.1 Surface-level heliports

Note.— The following specifications are for surface-level land heliports (except where specified).

Final approach and take-off areas

3.1.1 A surface-level heliport shall be provided with at least one FATO.

Note.— A FATO may be located on or near a runway strip or taxiway strip.

3.1.2 The dimensions of a FATO shall be:

- a) for a heliport intended to be used by performance class 1 helicopters, as prescribed in the helicopter flight manual except that, in the absence of width specifications, the width shall be not less than 1.5 times the over-all length/width, whichever is greater, of the longest/widest helicopter the heliport is intended to serve;
- b) for a water heliport intended to be used by performance class 1 helicopters, as prescribed in a) above, plus 10 per cent;
- c) for a heliport intended to be used by performance class 2 and 3 helicopters, of sufficient size and shape to contain an area within which can be drawn a circle of diameter not less than 1.5 times the over-all length/width, whichever is greater, of the longest/widest helicopter the heliport is intended to serve; and
- d) for a water heliport intended to be used by performance class 2 and 3 helicopters, of sufficient size to contain an area within which can be drawn a circle of diameter not less than two times the over-all length/width, whichever is greater, of the longest/widest helicopter the heliport is intended to serve.

Note.— Local conditions, such as elevation and temperature, may need to be considered when determining the size of a FATO. Guidance is given in the Heliport Manual.

3.1.3 The over-all slope in any direction on the FATO shall not exceed 3 per cent. No portion of a FATO shall have a local slope exceeding:

- a) 5 per cent where the heliport is intended to be used by performance class 1 helicopters; and

- b) 7 per cent where the heliport is intended to be used by performance class 2 and 3 helicopters.

3.1.4 The surface of the FATO shall:

- a) be resistant to the effects of rotor downwash;
- b) be free of irregularities that would adversely affect the take-off or landing of helicopters; and
- c) have bearing strength sufficient to accommodate a rejected take-off by performance class 1 helicopters.

3.1.5 **Recommendation.—** *The FATO should provide ground effect.*

Helicopter clearways

3.1.6 When it is necessary to provide a helicopter clearway, it shall be located beyond the upwind end of the rejected take-off area available.

3.1.7 **Recommendation.—** *The width of a helicopter clearway should not be less than that of the associated safety area.*

3.1.8 **Recommendation.—** *The ground in a helicopter clearway should not project above a plane having an upward slope of 3 per cent, the lower limit of this plane being a horizontal line which is located on the periphery of the FATO.*

3.1.9 **Recommendation.—** *An object situated on a helicopter clearway which may endanger helicopters in the air should be regarded as an obstacle and should be removed.*

Touchdown and lift-off areas

3.1.10 At least one touchdown and lift-off area shall be provided at a heliport.

Note.— The touchdown and lift-off area may or may not be located within the FATO.

3.1.11 The touchdown and lift-off area (TLOF) shall be of sufficient size to contain a circle of diameter 1.5 times the length or width of the undercarriage, whichever is the greater, of the largest helicopter the area is intended to serve.

Note.— A touchdown and lift-off area may be any shape.

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3.1.12 Slopes on a touchdown and lift-off area shall be sufficient to prevent accumulation of water on the surface of the area, but shall not exceed 2 per cent in any direction.

3.1.13 A touchdown and lift-off area shall be capable of withstanding the traffic of helicopters that the area is intended to serve.

Safety areas

3.1.14 A FATO shall be surrounded by a safety area.

3.1.15 A safety area surrounding a FATO intended to be used in visual meteorological conditions (VMC) shall extend outwards from the periphery of the FATO for a distance of at least 3 m or 0.25 times the over-all length/width, whichever is greater, of the longest/widest helicopter the area is intended to serve.

3.1.16 A safety area surrounding a FATO intended to be used by helicopter operations in instrument meteorological conditions (IMC) shall extend:

- a) laterally to a distance of at least 45 m on each side of the centre line; and
- b) longitudinally to a distance of at least 60 m beyond the ends of the FATO.

Note.— See Figure 3-1.

3.1.17 No fixed object shall be permitted on a safety area, except for frangible objects, which, because of their function, must be located on the area. No mobile object shall be permitted on a safety area during helicopter operations.

3.1.18 Objects whose functions require them to be located on the safety area shall not exceed a height of 25 cm when located along the edge of the FATO nor penetrate a plane originating at a height of 25 cm above the edge of the FATO and sloping upwards and outwards from the edge of the FATO at a gradient of 5 per cent.

3.1.19 The surface of the safety area shall not exceed an upward slope of 4 per cent outwards from the edge of the FATO.

3.1.20 The surface of the safety area shall be treated to prevent flying debris caused by rotor downwash.

3.1.21 The surface of the safety area abutting the FATO shall be continuous with the FATO and be capable of supporting, without structural damage, the helicopters that the heliport is intended to serve.

Helicopter ground taxiways

Note.— A helicopter ground taxiway is intended to permit the surface movement of a wheeled helicopter under its own power. The specifications for taxiways, taxiway shoulders and taxiway strips included in Annex 14, Volume I are equally applicable to heliports as modified below. When a taxiway is intended for use by aeroplanes and helicopters, the provisions for taxiways and helicopter ground taxiways will be examined and the more stringent requirements will be applied.

3.1.22 The width of a helicopter ground taxiway shall not be less than:

Helicopter main gear span	Helicopter ground taxiway width
Up to but not including 4.5 m	7.5 m
4.5 m up to but not including 6 m	10.5 m
6 m up to but not including 10 m	15 m
10 m and over	20 m

3.1.23 The separation distance between a helicopter ground taxiway and another helicopter ground taxiway, an air taxiway, an object or helicopter stand shall not be less than the appropriate dimension specified in Table 3-1.

3.1.24 The longitudinal slope of a helicopter ground taxiway shall not exceed 3 per cent.

3.1.25 **Recommendation.—** A helicopter ground taxiway should be capable of withstanding the traffic of helicopters that the helicopter ground taxiway is intended to serve.

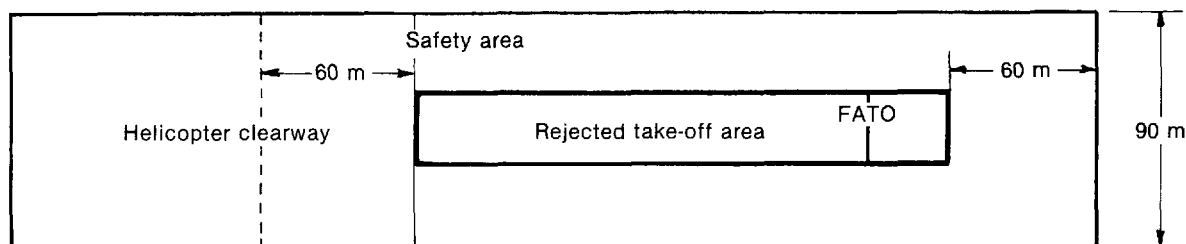


Figure 3-1. Safety area for instrument FATO

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3.1.26 **Recommendation.**— *A helicopter ground taxiway should be provided with shoulders which extend symmetrically on each side of the helicopter ground taxiway for at least one-half the greatest over-all width of the helicopters that the helicopter ground taxiway is intended to serve.*

3.1.27 The helicopter ground taxiway and its shoulder shall provide rapid drainage but the helicopter ground taxiway transverse slope shall not exceed 2 per cent.

3.1.28 **Recommendation.**— *The surface of a helicopter ground taxiway shoulder should be resistant to the effect of rotor downwash.*

Air taxiways

Note.— *An air taxiway is intended to permit the movement of a helicopter above the surface at a height normally associated with ground effect and at groundspeed less than 37 km/h (20 kt).*

3.1.29 The width of an air taxiway shall be at least two times the greatest over-all width of the helicopters that the air taxiway is intended to serve.

3.1.30 The surface of an air taxiway shall:

- a) be resistant to the effects of rotor downwash; and
- b) be suitable for emergency landings.

3.1.31 **Recommendation.**— *The surface of an air taxiway should provide ground effect.*

3.1.32 **Recommendation.**— *The transverse slope of the surface of an air taxiway should not exceed 10 per cent and the longitudinal slope should not exceed 7 per cent. In any event, the slopes should not exceed the slope landing limitations of the helicopters the air taxiway is intended to serve.*

3.1.33 The separation distance between an air taxiway and another air taxiway, a helicopter ground taxiway, an object or a helicopter stand shall not be less than the appropriate dimension in Table 3-1.

Air transit route

Note.— *An air transit route is intended to permit the movement of a helicopter above the surface, normally at heights not above 30 m (100 ft) above ground level and at ground speeds exceeding 37 km/h (20 kt).*

3.1.34 The width of an air transit route shall not be less than:

- a) 7.0 times RD when the air transit route is intended for use by day only; and
- b) 10.0 times RD when the air transit route is intended for use at night;

when RD is the diameter of the largest rotor of the helicopters that the air transit route is intended to serve.

3.1.35 Any variation in the direction of the centre line of an air transit route shall not exceed 120° and be designed so as not to necessitate a turn of radius less than 270 m.

Note.— *It is intended that air transit routes be selected so as to permit autorotative or one-engine-inoperative landings such that, as a minimum requirement, injury to persons on the ground or water, or damage to property are minimized.*

Aprons

Note.— *The specifications for aprons included in Chapter 3 of Annex 14, Volume I are equally applicable to heliports as modified below.*

Table 3-1. Helicopter ground taxiway and air taxiway separation distances (expressed in multiples of greatest over-all width of helicopter with rotor turning)

Facility	Helicopter ground taxiway	Air taxiway	Object	Helicopter stand
Helicopter ground taxiway	2 (between edges)	4 (between centre lines)	1 (edge to object)	2 (between edges)
Air taxiway	4 (between centre lines)	4 (between centre lines)	1½ (centre line to object)	4 (centre line to edge)

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3.1.36 The slope in any direction on a helicopter stand shall not exceed 2 per cent.

3.1.37 The minimum clearance between a helicopter using a helicopter stand and an object or any aircraft on another stand shall not be less than half the greatest over-all width of the helicopters that the stand is intended to serve.

Note.— Where simultaneous hover operations are to be provided for, the separation distances specified in Table 3-1 between two air taxiways are to be applied.

3.1.38 A helicopter stand shall be of sufficient size to contain a circle of diameter of at least the largest over-all dimension of the largest helicopter the stand is expected to serve.

Location of a final approach and take-off area in relation to a runway or taxiway

3.1.39 Where a FATO is located near a runway or taxiway, and simultaneous VMC operations are planned, the separation distance between the edge of a runway or taxiway and the edge of a FATO shall not be less than the appropriate dimension in Table 3-2.

3.1.40 **Recommendation.**— A FATO should not be located:

- a) near taxiway intersections or holding points where jet engine efflux is likely to cause high turbulence; or
- b) near areas where aeroplane vortex wake generation is likely to exist.

Table 3-2. FATO minimum separation distance

If aeroplane mass and/or helicopter mass are	Distance between FATO edge and runway edge or taxiway edge
up to but not including 2 720 kg	60 m
2 720 kg up to but not including 5 760 kg	120 m
5 760 kg up to but not including 100 000 kg	180 m
100 000 kg and over	250 m

3.2 Elevated heliports

Final approach and take-off area and touchdown and lift-off area

Note.— On elevated heliports it is presumed that the FATO and the touchdown and lift-off area will be coincidental.

3.2.1 An elevated heliport shall be provided with at least one FATO.

3.2.2 The dimensions of the FATO shall be:

- a) for a heliport intended to be used by performance class 1 helicopters, as prescribed in the helicopter flight manual except that, in the absence of width specifications, the width shall be not less than 1.5 times the over-all length/width, whichever is greater, of the longest/widest helicopter the heliport is intended to serve; and
- b) for a heliport intended to be used by performance class 2 helicopters, of sufficient size and shape to contain an area within which can be drawn a circle of diameter not less than 1.5 times the over-all length/width, whichever is greater, of the longest/widest helicopter the heliport is intended to serve.

3.2.3 **Recommendation.**— The slope requirements for elevated heliports should conform to the requirements for surface level heliports specified in 3.1.3.

3.2.4 The FATO shall be capable of withstanding the traffic of helicopters the heliport is intended to serve. Design considerations shall take into account additional loading resulting from the presence of personnel, snow, freight, refuelling, fire fighting equipment, etc.

Note.— Guidance on structural design for elevated heliports is given in the Heliport Manual.

Safety area

3.2.5 The FATO shall be surrounded by a safety area.

3.2.6 The safety area shall extend outwards from the periphery of the FATO for a distance of at least 3 m or 0.25 times the over-all length/width, whichever is greater, of the longest/widest helicopter intended to use the elevated heliport.

3.2.7 No fixed object shall be permitted on a safety area, except for frangible objects, which, because of their function, must be located on the area. No mobile object shall be permitted on a safety area during helicopter operations.

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3.2.8 Objects whose function require them to be located on the safety area shall not exceed a height of 25 cm when located along the edge of the FATO nor penetrate a plane originating at a height of 25 cm above the edge of the FATO and sloping upwards and outwards from the edge of the FATO at a gradient of 5 per cent.

3.2.9 The surface of the safety area shall not exceed an upward slope of 4 per cent outwards from the edge of the FATO.

3.2.10 The surface of the safety area abutting the FATO shall be continuous with the FATO and be capable of supporting, without structural damage, the helicopters that the heliport is intended to serve.

3.3 Helidecks

Note.— The following specifications are for helidecks located on structures engaged in such activities as mineral exploitation, research or construction. See 3.4 for shipboard heliport provisions.

Final approach and take-off area and touchdown and lift-off area

Note.— On helidecks it is presumed that the FATO and the touchdown and lift-off area will be coincidental. Guidance on the effects of airflow direction and turbulence, prevailing wind velocity and high temperatures from gas turbine exhausts or flare radiated heat on the location of the FATO is given in the Heliport Manual.

3.3.1 A helideck shall be provided with at least one FATO.

3.3.2 A FATO may be any shape but shall, for a single main rotor helicopter or side-by-side twin main rotor helicopter, be of sufficient size to contain an area within which can be drawn a circle of diameter not less than 1.0 times D of the largest helicopter the helideck is intended to serve, where D is the largest dimension of the helicopter when the rotors are turning.

3.3.3 Where omnidirectional landings by helicopters having tandem main rotors are intended, the FATO shall be of sufficient size to contain an area within which can be drawn a circle of diameter not less than 0.9 times the distance across the rotors in a fore and aft line. Where these provisions cannot

be met, the FATO may be in the form of a rectangle with a small side not less than 0.75 D and a long side not less than 0.9 D but within this rectangle, bi-directional landings only will be permitted in the direction of the 0.9 D dimension.

3.3.4 No fixed object shall be permitted around the edge of the FATO except for frangible objects, which, because of their function, must be located thereon.

3.3.5 Objects whose function require them to be located on the edge of the FATO shall not exceed a height of 25 cm.

3.3.6 The surface of the FATO shall be skid-resistant to both helicopters and persons and be sloped to prevent pooling of liquids. Where the helideck is constructed in the form of a grating, the underdeck design shall be such that ground effect is not reduced.

Note.— Guidance on rendering the surface of the FATO skid-resistant is contained in the Heliport Manual.

3.4 Shipboard heliports

3.4.1 When helicopter operating areas are provided in the bow or stern of a ship or are purpose-built above the ship's structure, they shall be regarded as helidecks and the criteria given in 3.3 shall apply.

Final approach and take-off area and touchdown and lift-off area

Note.— On heliports located in other areas of ships it is presumed that the FATO and the touchdown and lift-off area will be coincidental. Guidance on the effects of airflow direction and turbulence, prevailing wind velocity and high temperature from gas turbine exhausts or flare radiated heat on the location of the FATO is given in the Heliport Manual.

3.4.2 Shipboard heliports shall be provided with at least one FATO.

3.4.3 A FATO on a shipboard heliport shall be circular and shall be of sufficient size to contain a diameter not less than 1.0 times D of the largest helicopter the heliport is intended to serve where D is the largest dimension of the helicopter when the rotors are turning.

3.4.4 The surface of the FATO shall be skid-resistant to both helicopters and persons.

CHAPTER 4. OBSTACLE RESTRICTION AND REMOVAL

Note.— The objectives of the specifications in this chapter are to define the airspace around heliports to be maintained free from obstacles so as to permit the intended helicopter operations at the heliports to be conducted safely and to prevent the heliports becoming unusable by the growth of obstacles around them. This is achieved by establishing a series of obstacle limitation surfaces that define the limits to which objects may project into the airspace.

4.1 Obstacle limitation surfaces and sectors

Approach surface

4.1.1 *Description.* An inclined plane or a combination of planes sloping upwards from the end of the safety area and centred on a line passing through the centre of the FATO.

Note.— See Figure 4-1.

4.1.2 *Characteristics.* The limits of an approach surface shall comprise:

- a) an inner edge horizontal and equal in length to the minimum specified width of the FATO plus the safety area, perpendicular to the centre line of the approach surface and located at the outer edge of the safety area;
- b) two side edges originating at the ends of the inner edge and:
 - 1) for other than a precision approach FATO, diverging uniformly at a specified rate from the vertical plane containing the centre line of the FATO,
 - 2) for a precision approach FATO, diverging uniformly at a specified rate from the vertical plane containing the centre line of the FATO, to a specified height above FATO, and then diverging uniformly at a specified rate to a specified final width and continuing thereafter at that width for the remaining length of the approach surface; and
- c) an outer edge horizontal and perpendicular to the centre line of the approach surface and at a specified height above the elevation of the FATO.

4.1.3 The elevation of the inner edge shall be the elevation of the safety area at the point on the inner edge that is intersected by the centre line of the approach surface.

4.1.4 The slope(s) of the approach surface shall be measured in the vertical plane containing the centre line of the surface.

Note.— For heliports used by performance class 2 and 3 helicopters, it is intended that approach paths be selected so as to permit safe forced landing or one-engine-inoperative landings such that, as a minimum requirement, injury to persons on the ground or water or damage to property are minimized. Provisions for forced landing areas are expected to minimize risk of injury to the occupants of the helicopter. The most critical helicopter type for which the heliport is intended and the ambient conditions will be factors in determining the suitability of such areas.

Transitional surface

4.1.5 *Description.* A complex surface along the side of the safety area and part of the side of the approach surface, that slopes upwards and outwards to the inner horizontal surface or a predetermined height.

Note.— See Figure 4-1.

4.1.6 *Characteristics.* The limits of a transitional surface shall comprise:

- a) a lower edge beginning at the intersection of the side of the approach surface with the inner horizontal surface, or beginning at a specified height above the lower edge when an inner horizontal surface is not provided, and extending down the side of the approach surface to the inner edge of the approach surface and from there along the length of the side of the safety area parallel to the centre line of the FATO; and
- b) an upper edge located in the plane of the inner horizontal surface, or at a specified height above the lower edge when an inner horizontal surface is not provided.

4.1.7 The elevation of a point on the lower edge shall be:

- a) along the side of the approach surface — equal to the elevation of the approach surface at that point; and
- b) along the safety area — equal to the elevation of the centre line of the FATO opposite that point.

Note.— As a result of b) the transitional surface along the safety area will be curved if the profile of the FATO is curved,

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or a plane if the profile is a straight line. The intersection of the transitional surface with the inner horizontal surface, or upper edge when an inner horizontal surface is not provided, will also be a curved or a straight line depending on the profile of the FATO.

4.1.8 The slope of the transitional surface shall be measured in a vertical plane at right angles to the centre line of the FATO.

Inner horizontal surface

Note.— The intent of the inner horizontal surface is to allow safe visual manoeuvring.

4.1.9 *Description.* A circular surface located in a horizontal plane above a FATO and its environs.

Note.— See Figure 4-1.

4.1.10 *Characteristics.* The radius of the inner horizontal surface shall be measured from the mid-point of the FATO.

4.1.11 The height of the inner horizontal surface shall be measured above an elevation datum established for such purpose.

Note.— Guidance on determining the elevation datum is contained in the Heliport Manual.

Conical surface

4.1.12 *Description.* A surface sloping upwards and outwards from the periphery of the inner horizontal surface, or from the outer limit of the transitional surface if an inner horizontal surface is not provided.

Note.— See Figure 4-1.

4.1.13 *Characteristics.* The limits of the conical surface shall comprise:

- a) a lower edge coincident with the periphery of the inner horizontal surface, or outer limit of the transitional surface if an inner horizontal surface is not provided; and
- b) an upper edge located at a specified height above the inner horizontal surface, or above the elevation of the lowest end of the FATO if an inner horizontal surface is not provided.

4.1.14 The slope of the conical surface shall be measured above the horizontal.

Take-off climb surface

4.1.15 *Description.* An inclined plane, a combination of planes or, when a turn is involved, a complex surface sloping upwards from the end of the safety area and centred on a line passing through the centre of the FATO.

Note.— See Figure 4-1.

4.1.16 *Characteristics.* The limits of a take-off climb surface shall comprise:

- a) an inner edge horizontal and equal in length to the minimum specified width of the FATO plus the safety area, perpendicular to the centre line of the take-off climb surface and located at the outer edge of the safety area or clearway;
- b) two side edges originating at the ends of the inner edge and diverging uniformly at a specified rate from the vertical plane containing the centre line of the FATO; and
- c) an outer edge horizontal and perpendicular to the centre line of the take-off climb surface and at a specified height above the elevation of the FATO.

4.1.17 The elevation of the inner edge shall be the elevation of the safety area at the point on the inner edge that is intersected by the centre line of the take-off climb surface, except that when a clearway is provided, the elevation shall be equal to the highest point on the ground on the centre line of the clearway.

4.1.18 In the case of a straight take-off climb surface, the slope shall be measured in the vertical plane containing the centre line of the surface.

4.1.19 In the case of a take-off climb surface involving a turn, the surface shall be a complex surface containing the horizontal normals to its centre line and the slope of the centre line shall be the same as that for a straight take-off climb surface. That portion of the surface between the inner edge and 30 m above the inner edge shall be straight.

4.1.20 Any variation in the direction of the centre line of a take-off climb surface shall be designed so as not to necessitate a turn of radius less than 270 m.

Note.— For heliports used by performance class 2 and 3 helicopters, it is intended that departure paths be selected so as to permit safe forced landings or one-engine-inoperative landings such that, as a minimum requirement, injury to persons on the ground or water or damage to property are minimized. Provisions for forced landing areas are expected to minimize risk of injury to the occupants of the helicopter. The most critical helicopter type for which the heliport is intended and the ambient conditions will be factors in determining the suitability of such areas.

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Obstacle-free sector/surface — helidecks

4.1.21 *Description.* A complex surface originating at a reference point on the edge of the FATO of a helideck and extending to a specified distance.

4.1.22 *Characteristics.* An obstacle-free sector/surface shall subtend an arc of specified angle.

4.1.23 For helidecks the obstacle-free sector shall subtend an arc of 210° and extend outwards to a distance compatible with the one-engine inoperative capability of the most critical helicopter the helideck is intended to serve. The surface shall be a horizontal plane level with the elevation of the helideck except that, over an arc of 180° passing through the centre of the FATO, the surface shall be at water level, extending outwards for a distance compatible with the take-off space required for the most critical helicopter the helideck is intended to serve (see Figure 4-2).

Limited obstacle surface — helidecks

4.1.24 *Description.* A complex surface originating at the reference point for the obstacle-free sector and extending over the arc not covered by the obstacle-free sector as shown in Figures 4-3, 4-4 and 4-5 and within which the height of obstacles above the level of the FATO will be prescribed.

4.1.25 *Characteristics.* The limited obstacle surface shall not subtend an arc greater than a specified angle and shall be sufficient to include that area not covered by the obstacle-free sector.

4.2 Obstacle limitation requirements

Note.— The requirements for obstacle limitation surfaces are specified on the basis of the intended use of a FATO, i.e. approach manoeuvre to hover or landing, or take-off manoeuvre and type of approach, and are intended to be applied when such use is made of the FATO. In cases where operations are conducted to or from both directions of a FATO, then the function of certain surfaces may be nullified because of more stringent requirements of another lower surface.

Surface level heliports

4.2.1 The following obstacle limitation surfaces shall be established for a precision approach FATO:

- a) take-off climb surface;
- b) approach surface;
- c) transitional surfaces; and
- d) conical surface.

4.2.2 The following obstacle limitation surfaces shall be established for a non-precision approach FATO:

- a) take-off climb surface;
- b) approach surface;
- c) transitional surfaces; and
- d) conical surface if an inner horizontal surface is not provided.

4.2.3 The following obstacle limitation surfaces shall be established for a non-instrument FATO:

- a) take-off climb surface; and
- b) approach surface.

4.2.4 Recommendation.— *The following obstacle limitation surfaces should be established for a non-precision approach FATO:*

- a) inner horizontal surface; and
- b) conical surface.

Note.— An inner horizontal surface may not be required if a straight-in non-precision approach is provided at both ends.

4.2.5 The slopes of the surfaces shall not be greater than, and their other dimensions not less than those specified in Tables 4-1 to 4-4 and shall be located as shown in Figures 4-6 to 4-10.

4.2.6 New objects or extensions of existing objects shall not be permitted above any of the surfaces in 4.2.1 to 4.2.4 above except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.

Note.— Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual, Part 6.

4.2.7 Recommendation.— *Existing objects above any of the surfaces in 4.2.1 to 4.2.4 above should, as far as practicable, be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object or after aeronautical study it is determined that the object would not adversely affect the safety or significantly affect the regularity of operations of helicopters.*

Note.— The application of curved take-off climb surfaces as specified in 4.1.19 may alleviate the problems created by objects infringing these surfaces.

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4.2.8 A surface level heliport shall have at least two take-off climb and approach surfaces, separated by not less than 150°.

4.2.9 **Recommendation.**— *The number and orientation of take-off climb and approach surfaces should be such that the usability factor of a heliport is not less than 95 per cent for the helicopters the heliport is intended to serve.*

Elevated heliports

4.2.10 The obstacle limitation requirements for elevated heliports shall conform to the requirements for surface level heliports specified in 4.2.1 to 4.2.7.

4.2.11 An elevated heliport shall have at least two take-off climb and approach surfaces separated by not less than 150°.

Helidecks

Note.— *The following specifications are for helidecks located on a structure and engaged in such activities as mineral exploitation, research, or construction, but excluding heliports on ships.*

4.2.12 A helideck shall have an obstacle-free sector and, where necessary, a limited obstacle sector.

4.2.13 There shall be no fixed obstacles within the obstacle-free sector above the obstacle-free surface.

4.2.14 In the immediate vicinity of the helideck, obstacle protection for helicopters shall be provided below the heliport level. This protection shall extend over an arc of at least 180° with the origin at the centre of the FATO, with a descending gradient having a ratio of one unit horizontally to five units vertically from the edges of the FATO within the 180° sector.

4.2.15 Where a mobile obstacle or combination of obstacles within the obstacle-free sector is essential for the operation of the installation, the obstacle(s) shall not subtend an arc exceeding 30°, as measured from the centre of the FATO.

4.2.16 For single-main-rotor and side-by-side twin rotor helicopters, within the 150° limited obstacle surface/sector out to a distance of 0.62 D, measured from the centre of the FATO, objects shall not exceed a height of 0.05 D above the FATO. Beyond that arc, out to an over-all distance of 0.83 D

the limited obstacle surface rises at a rate of one unit vertically for each two units horizontally (see Figure 4-3).

4.2.17 For omnidirectional operations by tandem-main-rotor helicopters within the 150° limited obstacle surface/sector out to a distance of 0.62 D, measured from the centre of the FATO, there shall be no fixed obstacles. Beyond that arc, out to an over-all distance of 0.83 D, objects shall not penetrate a level surface which has a height equivalent to 0.05 D above the FATO (see Figure 4-4).

4.2.18 For bi-directional operations by tandem-main-rotor helicopters, within the 0.62 D arc in the 150° limited obstacle surface/sector, objects shall not penetrate a level surface which has a height equivalent to 1.1 m above the FATO (see Figure 4-5).

Shipboard heliports*Amidships location*

4.2.19 Forward and aft of the FATO shall be two symmetrically located sectors, each covering an arc of 150°, with their apexes on the periphery of the FATO D reference circle. Within the area enclosed by these two sectors, there shall be no objects rising above the level of the FATO, except those aids essential for the safe operation of a helicopter and then only up to a maximum height of 25 cm.

4.2.20 To provide further protection from obstacles fore and aft of the FATO, rising surfaces with gradients of one unit vertically to five units horizontally shall extend from the entire length of the edges of the two 150° sectors. These surfaces shall extend for a horizontal distance equal to at least the diameter of the FATO and shall not be penetrated by any obstacle (see Figure 4-11).

Ship's side location

4.2.21 From the fore and aft mid-points of the D reference circle, an area shall extend to the ship's rail to a fore and aft distance of 1.5 times the diameter of the FATO, located symmetrically about the athwartships bisector of the reference circle. Within this sector there shall be no objects rising above the level of the FATO, except those aids essential to the safe operation of the helicopter and then only up to a maximum height of 25 cm (see Figure 4-12).

4.2.22 A horizontal surface shall be provided, at least 0.25 times the diameter of the D reference circle, which shall surround the FATO and the obstacle-free sector, at a height of 0.05 times the diameter of the reference circle, which no object shall penetrate.

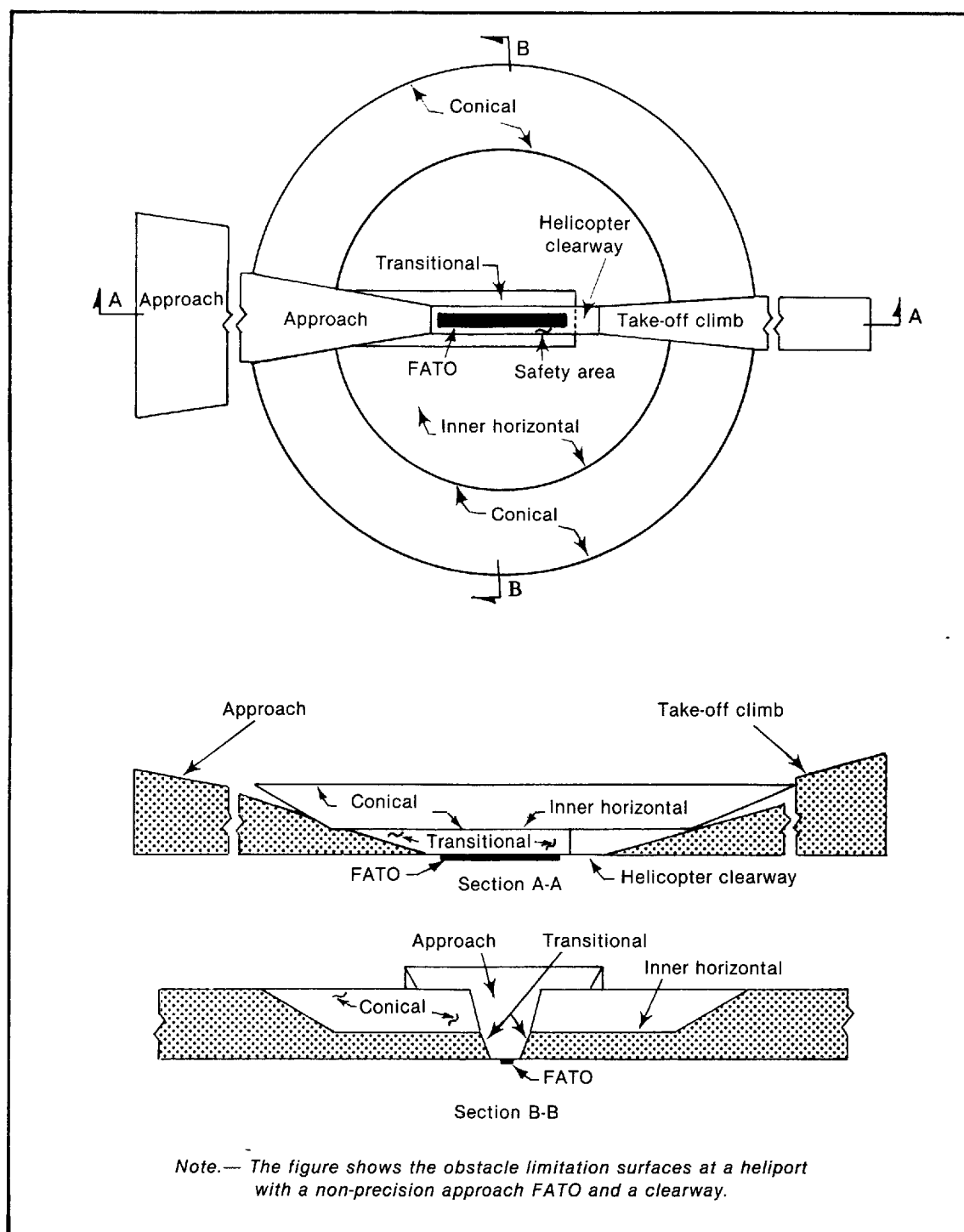


Figure 4-1. Obstacle limitation surfaces

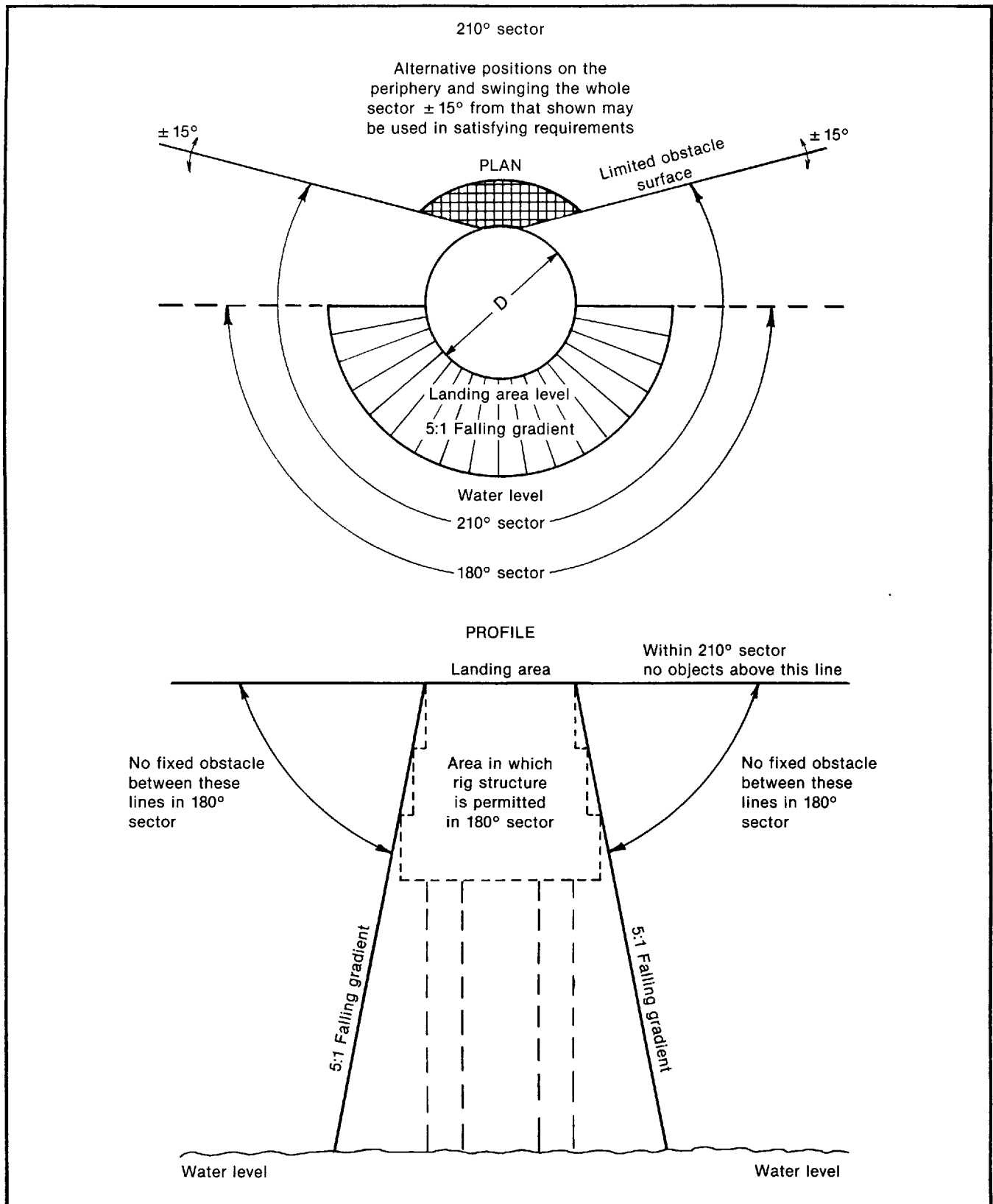


Figure 4-2. Helideck obstacle-free sector

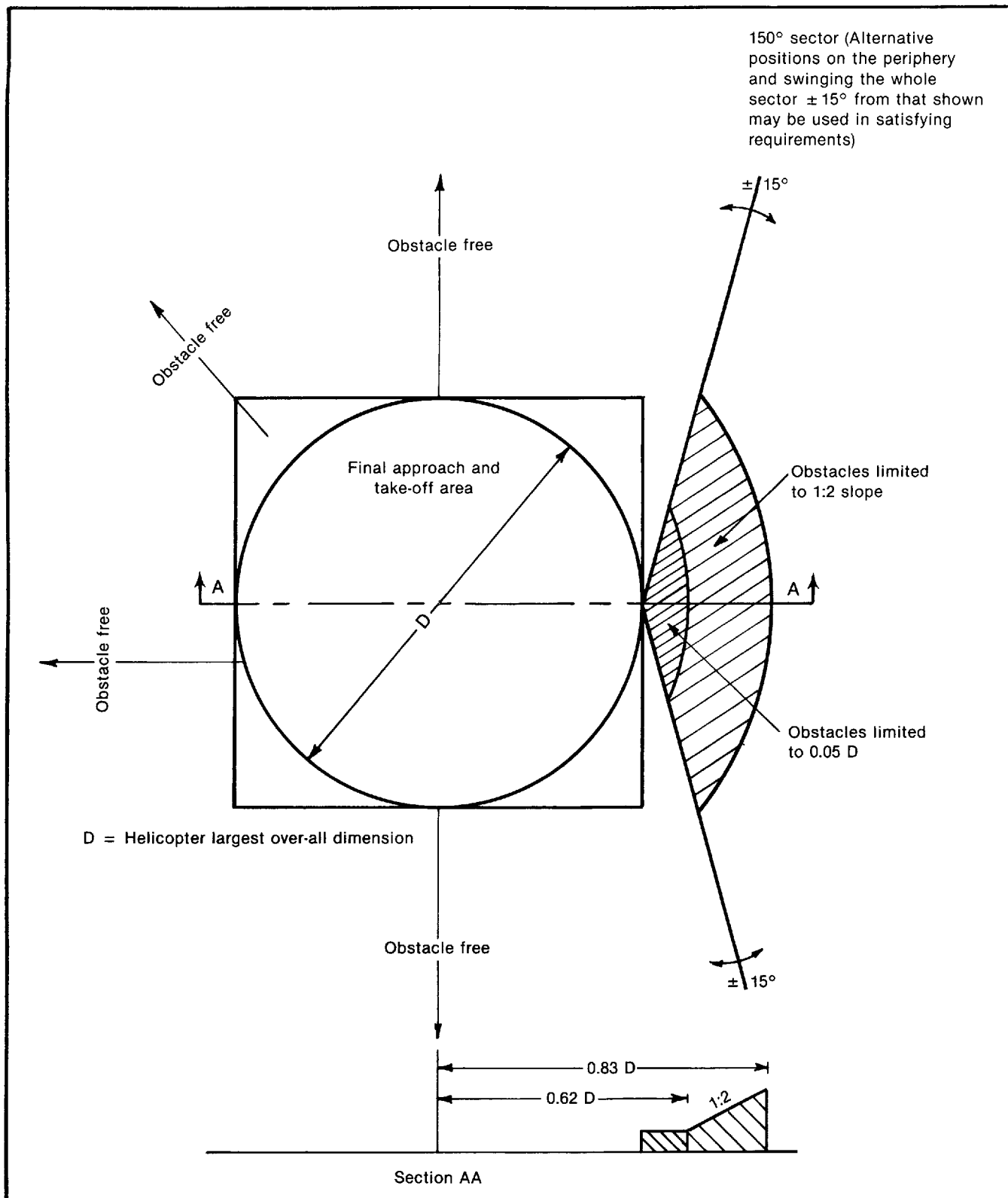


Figure 4-3. Helideck obstacle limitation sectors
Single-main-rotor and side-by-side twin rotor helicopters

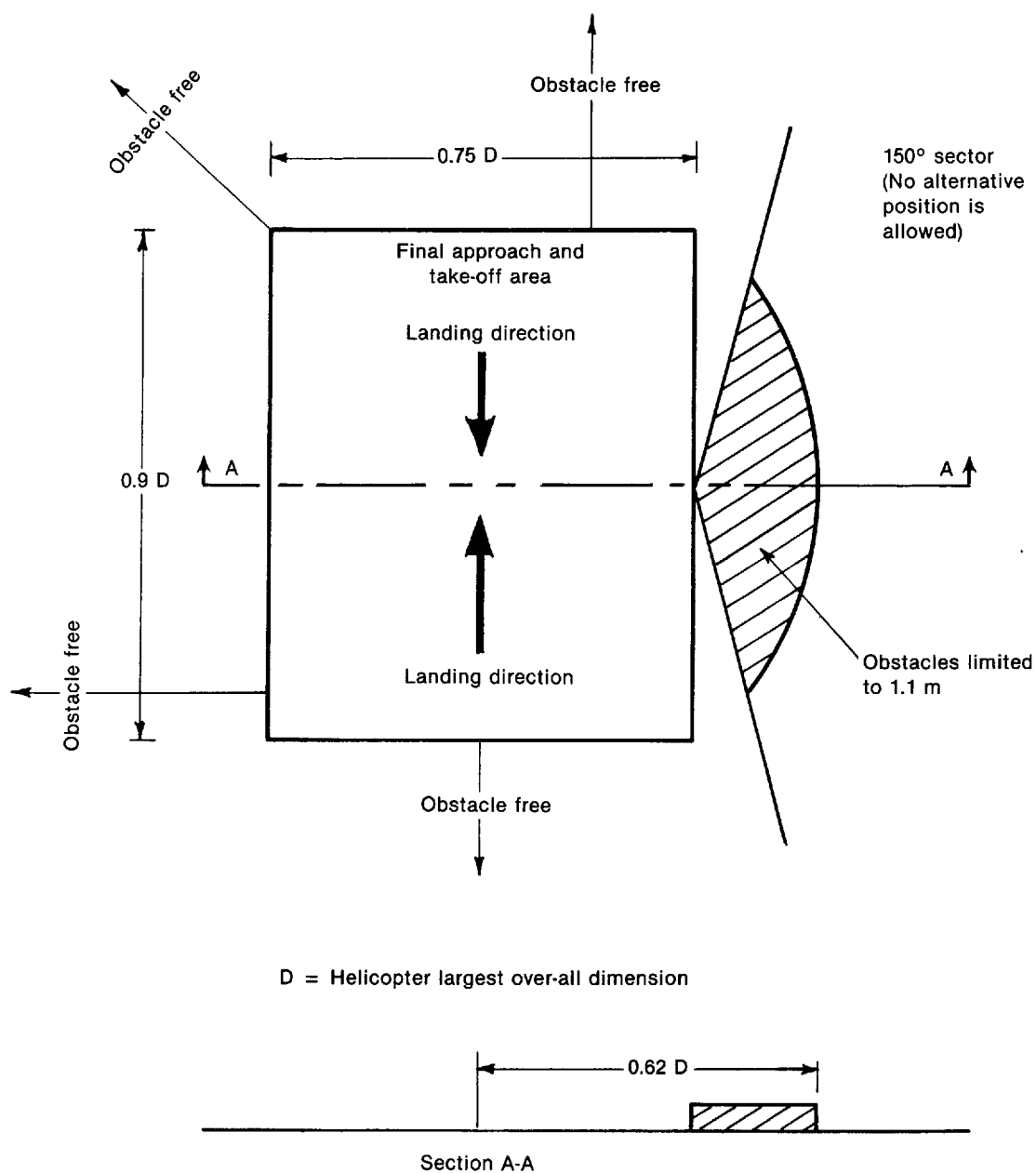


Figure 4-5. Helideck obstacle limitation sectors
Tandem-main-rotor helicopters — Bi-directional operations

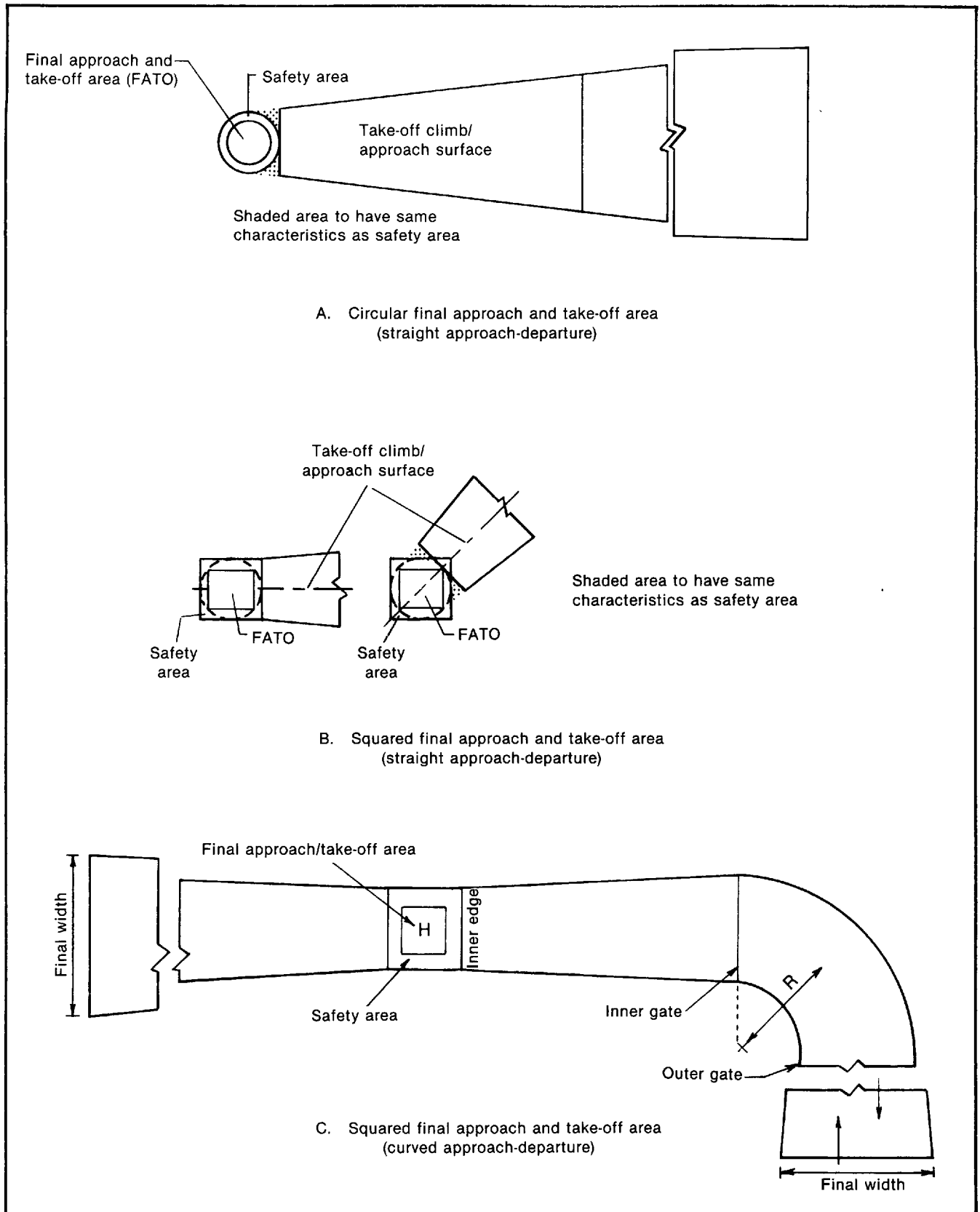


Figure 4-6. Take-off climb/approach surface (non-instrument FATO)

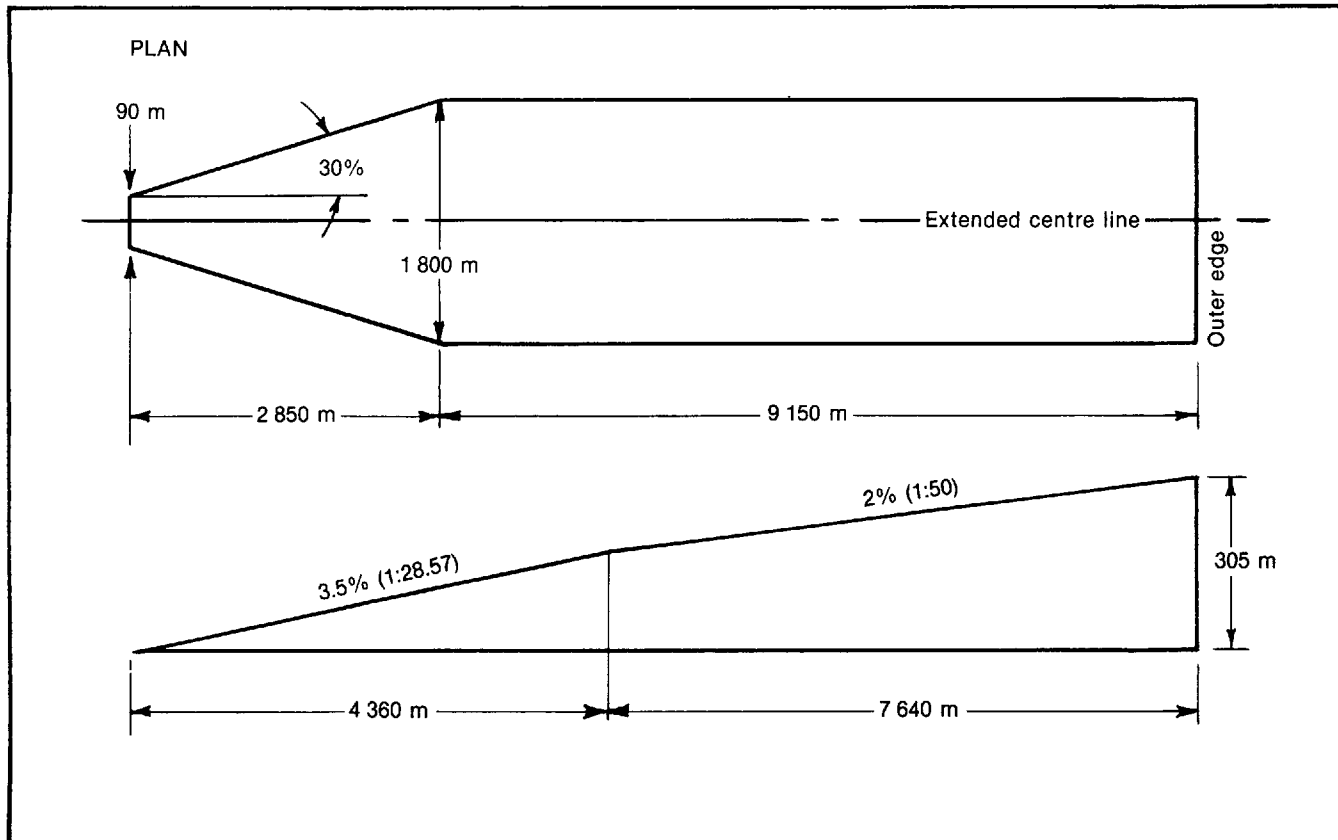


Figure 4-7. Take-off climb surface for instrument FATO

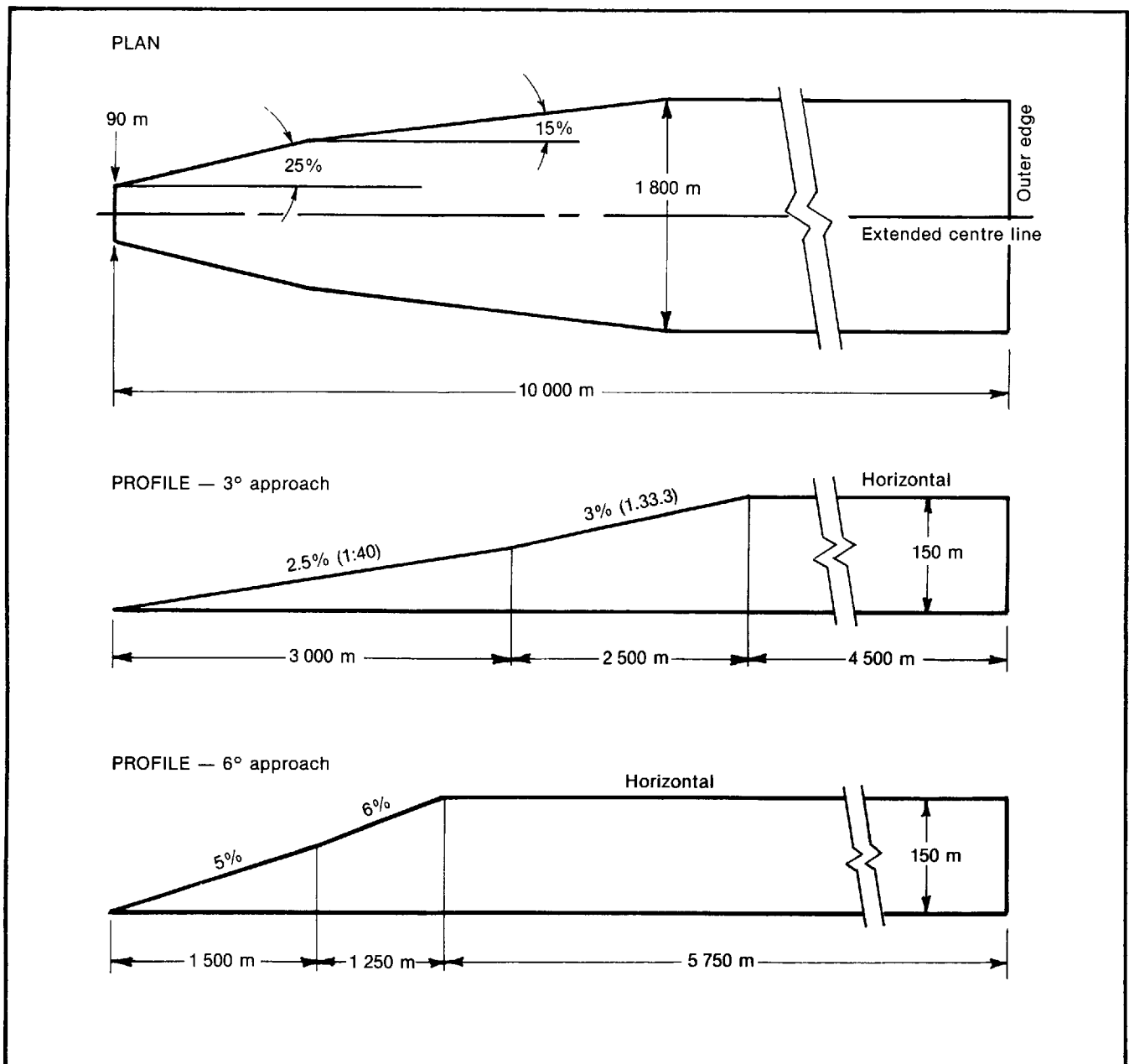


Figure 4-8. Approach surface for precision approach FATO

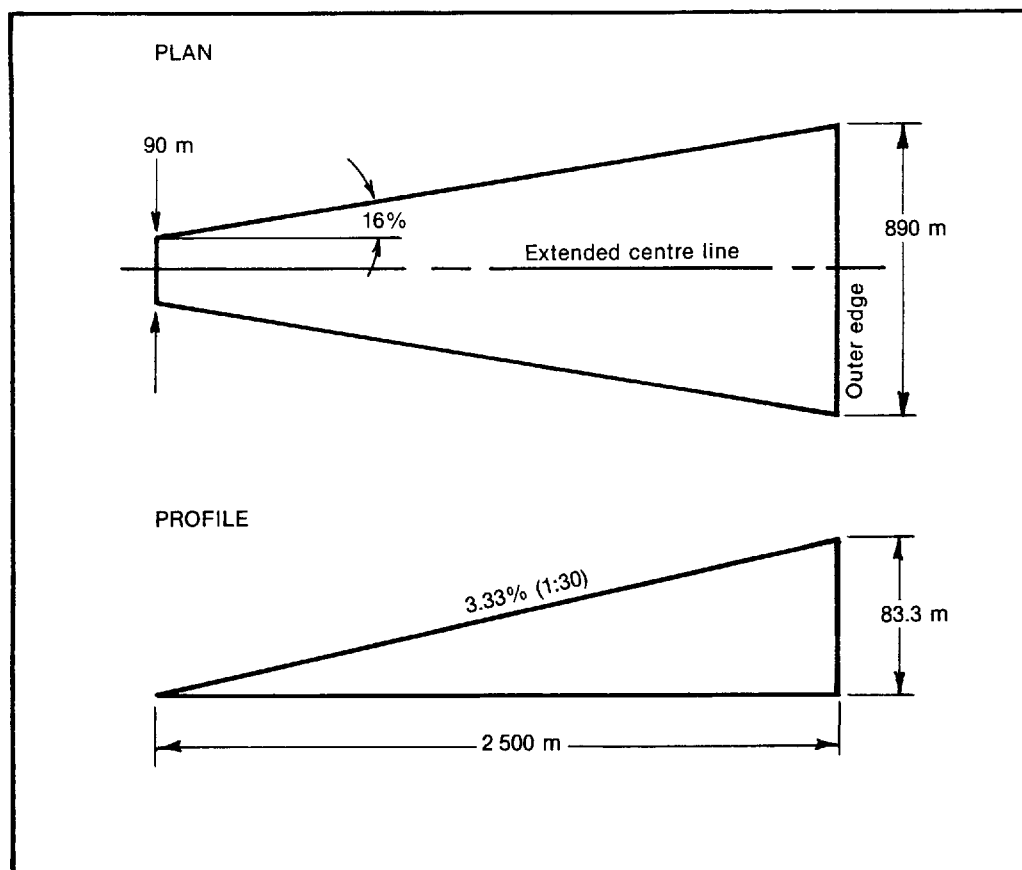


Figure 4-9. Approach surface for non-precision approach FATO

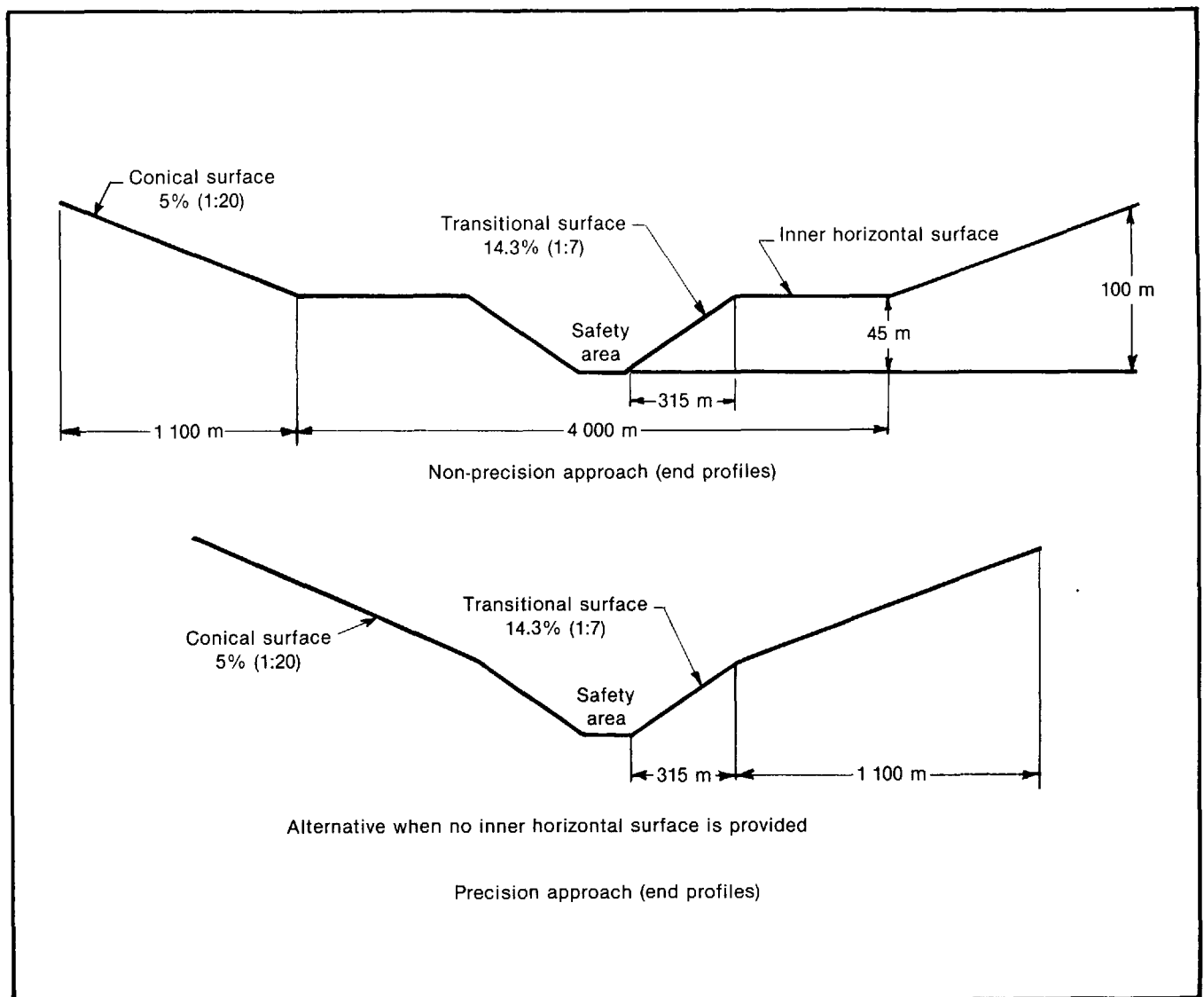
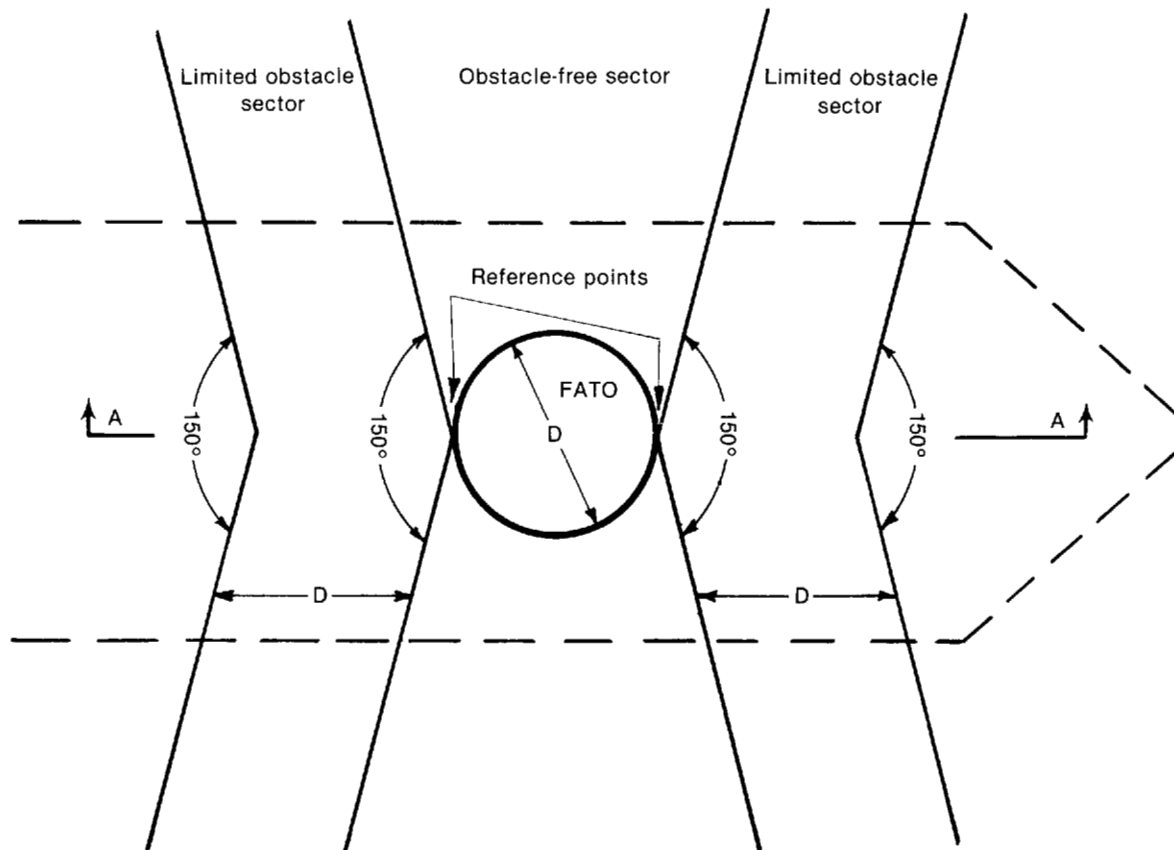
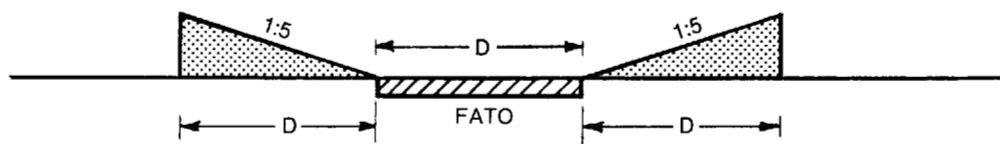


Figure 4-10. Transitional, inner horizontal and conical obstacle limitation surfaces



PLAN VIEW

D = Helicopter largest over-all dimension



Section A-A

Figure 4-11. Midship non-purpose built heliport obstacle limitation surfaces

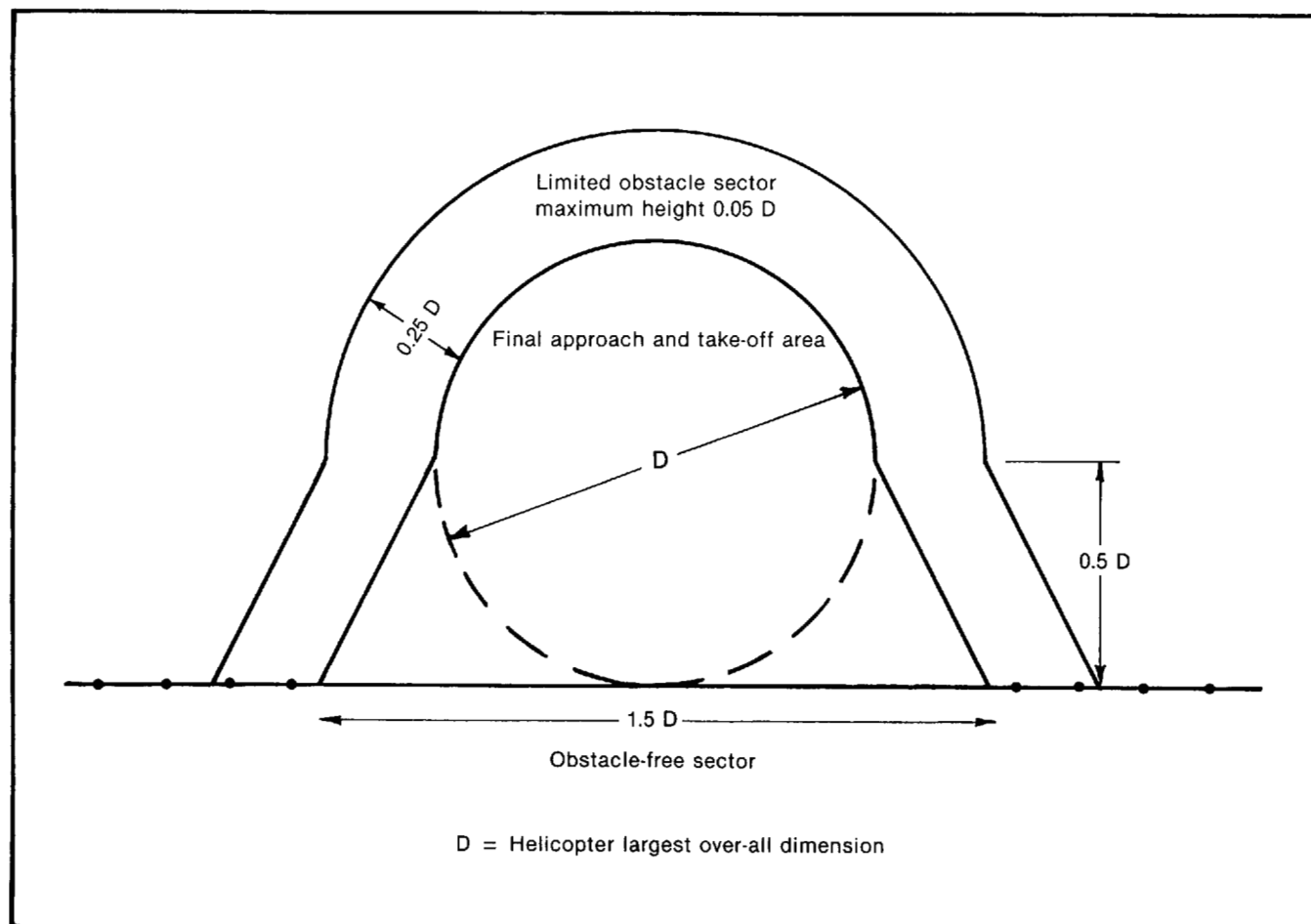


Figure 4-12. Ships-side non-purpose built heliport
obstacle limitation surfaces

Table 4-1. Dimensions and slopes of obstacle limitation surfaces

NON-INSTRUMENT AND NON-PRECISION FATO

		Non-instrument (visual) FATO			Non-precision (instrument approach) FATO
		Helicopter performance class			
Surface and dimensions		1	2	3	
APPROACH SURFACE					
Width of inner edge		Width of safety area			Width of safety area
Location of inner edge		Boundary			Boundary
First section					
Divergence	— day	10%	10%	10%	16%
	— night	15%	15%	15%	
Length	— day	245 m ^a	245 m ^a	245 m ^a	2 500 m
	— night	245 m ^a	245 m ^a	245 m ^a	
Outer width	— day	49 m ^b	49 m ^b	49 m ^b	890 m
	— night	73.5 m ^b	73.5 m ^b	73.5 m ^b	
Slope (maximum)		8% ^a	8% ^a	8% ^a	3.33%
Second section					
Divergence	— day	10%	10%	10%	—
	— night	15%	15%	15%	
Length	— day	c	c	c	—
	— night	c	c	c	
Outer width	— day	d	d	d	—
	— night	d	d	d	
Slope (maximum)		12.5%	12.5%	12.5%	—
Third section					
Divergence		parallel	parallel	parallel	—
Length	— day	e	e	e	—
	— night	e	e	e	
Outer width	— day	d	d	d	—
	— night	d	d	d	
Slope (maximum)		15%	15%	15%	—
INNER HORIZONTAL					
Height		—	—	—	45 m
Radius		—	—	—	2 000 m
CONICAL					
Slope		—	—	—	5%
Height		—	—	—	55 m
TRANSITIONAL					
Slope		—	—	—	20%
Height		—	—	—	45 m

a. Slope and length enables helicopters to decelerate for landing while observing “avoid” areas.

b. The width of the inner edge shall be added to this dimension.

c. Determined by the distance from the inner edge to the point where the divergence produces a width of 7 rotor diameters for day operations or 10 rotor diameters for night operations.

d. Seven rotor diameters over-all width for day operations or 10 rotor diameters over-all width for night operations.

e. Determined by the distance from inner edge to where the approach surface reaches a height of 150 m above the elevation of the inner edge.

Table 4-2. Dimensions and slopes of obstacle limitation surfaces

INSTRUMENT (PRECISION APPROACH) FATO

Surface and dimensions	3° approach				6° approach			
	Height above FATO				Height above FATO			
	90 m (300 ft)	60 m (200 ft)	45 m (150 ft)	30 m (100 ft)	90 m (300 ft)	60 m (200 ft)	45 m (150 ft)	30 m (100 ft)
APPROACH SURFACE								
Length of inner edge	90 m	90 m	90 m	90 m	90 m	90 m	90 m	90 m
Distance from end of FATO	60 m	60 m	60 m	60 m	60 m	60 m	60 m	60m
Divergence each side to height above FATO	25%	25%	25%	25%	25%	25%	25%	25%
Distance to height above FATO	1 745 m	1 163 m	872 m	581 m	870 m	580 m	435 m	290 m
Width at height above FATO	962 m	671 m	526 m	380 m	521 m	380 m	307.5 m	235 m
Divergence to parallel section	15%	15%	15%	15%	15%	15%	15%	15%
Distance to parallel section	2 793 m	3 763 m	4 246 m	4 733 m	4 250 m	4 733 m	4 975 m	5 217 m
Width of parallel section	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m
Distance to outer edge	5 462 m	5 074 m	4 882 m	4 686 m	3 380 m	3 187 m	3 090 m	2 993 m
Width at outer edge	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m	1 800 m
Slope of first section	2.5% (1:40)	2.5% (1:40)	2.5% (1:40)	2.5% (1:40)	5% (1:20)	5% (1:20)	5% (1:20)	5% (1:20)
Length of first section	3 000 m	3 000 m	3 000 m	3 000 m	1 500 m	1 500 m	1 500 m	1 500 m
Slope of second section	3% (1:33.3)	3% (1:33.3)	3% (1:33.3)	3% (1:33.3)	6% (1:16.66)	6% (1:16.66)	6% (1:16.66)	6% (1:16.66)
Length of second section	2 500 m	2 500 m	2 500 m	2 500 m	1 250 m	1 250 m	1 250 m	1 250 m
Total length of surface	10 000 m	10 000 m	10 000 m	10 000 m	8 500 m	8 500 m	8 500 m	8 500 m
CONICAL								
Slope	5%	5%	5%	5%	5%	5%	5%	5%
Height	55 m	55 m	55 m	55 m	55 m	55 m	55 m	55 m
TRANSITIONAL								
Slope	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%	14.3%
Height	45 m	45 m	45 m	45 m	45 m	45 m	45 m	45 m

Table 4-3. Dimensions and slopes of obstacle limitation surfaces

STRAIGHT TAKE-OFF

Surface and dimensions		Non-instrument (visual)			Instrument
		Helicopter performance class			
		1	2	3	
TAKE-OFF CLIMB					
Width of inner edge Location of inner edge		Width of safety area Boundary or end of clearway			90 m Boundary or end of clearway
<i>First section</i>					
Divergence	— day	10%	10%	10%	30%
	— night	15%	15%	15%	
Length	— day	a	245 m ^b	245 m ^b	2 850 m
	— night	a	245 m ^b	245 m ^b	
Outer width	— day	c	49 m ^d	49 m ^d	1 800 m
	— night	c	73.5 m ^d	73.5 m ^d	
Slope (maximum)		4.5%*	8% ^b	8% ^b	3.5%
<i>Second section</i>					
Divergence	— day	parallel	10%	10%	parallel
	— night	parallel	15%	15%	
Length	— day	e	a	a	1 510 m
	— night	e	a	a	
Outer width	— day	c	c	c	1 800 m
	— night	c	c	c	
Slope (maximum)		4.5%*	15%	15%	3.5%*
<i>Third section</i>					
Divergence		—	parallel	parallel	parallel
Length	— day	—	e	e	7 640 m
	— night	—	e	e	
Outer width	— day	—	c	c	1 800 m
	— night	—	c	c	
Slope (maximum)		—	15%	15%	2%

- a. Determined by the distance from the inner edge to the point where the divergence produces a width of 7 rotor diameters for day operations or 10 rotor diameters for night operations.
- b. Slope and length provides helicopters with an area to accelerate and climb while observing “avoid” areas.
- c. Seven rotor diameters over-all width for day operations or 10 rotor diameters over-all width for night operations.
- d. The width of the inner edge shall be added to this dimension.
- e. Determined by the distance from the inner edge to where the surface reaches a height of 150 m above the elevation of the inner edge.

* This slope exceeds the maximum mass one-engine-inoperative climb gradient of many helicopters which are currently operating.

Table 4-4. Criteria for curved take-off climb/approach area

NON-INSTRUMENT FINAL APPROACH AND TAKE-OFF

Facility	Requirement
Directional change	As required (120° max).
Radius of turn on centre line	Not less than 270 m.
Distance to inner gate*	<p>(a) For performance class 1 helicopters — not less than 305 m from the end of the safety area or helicopter clearway.</p> <p>(b) For performance class 2 and 3 helicopters — not less than 370 m from the end of the FATO.</p>
Width of inner gate — day	Width of the inner edge plus 20% of distance to inner gate.
— night	Width of the inner edge plus 30% of distance to inner gate.
Width of outer gate — day	Width of inner edge plus 20% of distance to inner gate out to minimum width of 7 rotor diameters.
— night	Width of inner edge plus 30% of distance to inner gate out to a minimum width of 10 rotor diameters.
Elevation of inner and outer gates	Determined by the distance from the inner edge and the designated gradient(s).
Slopes	As given in Tables 4-1 and 4-3.
Divergence	As given in Tables 4-1 and 4-3.
Total length of area	As given in Tables 4-1 and 4-3.

* This is the minimum distance required prior to initiating a turn after take-off or completing a turn in the final phase.

Note.— More than one turn may be necessary in the total length of the take-off climb/approach area. The same criteria will apply for each subsequent turn except that the widths of the inner and outer gates will normally be the maximum width of the area.

CHAPTER 5. VISUAL AIDS

5.1 Indicators

5.1.1 Wind direction indicators

Application

5.1.1.1 A heliport shall be equipped with at least one wind direction indicator.

Location

5.1.1.2 A wind direction indicator shall be located so as to indicate the wind conditions over the final approach and take-off area and in such a way as to be free from the effects of airflow disturbances caused by nearby objects or rotor downwash. It shall be visible from a helicopter in flight, in a hover or on the movement area.

5.1.1.3 **Recommendation.**— *Where a touchdown and lift-off area may be subject to a disturbed air flow, then additional wind direction indicators located close to the area should be provided to indicate the surface wind on the area.*

Note.— *Guidance on the location of wind direction indicators is given in the Heliport Manual.*

Characteristics

5.1.1.4 A wind direction indicator shall be constructed so that it gives a clear indication of the direction of the wind and a general indication of the wind speed.

5.1.1.5 **Recommendation.**— *An indicator should be a truncated cone made of lightweight fabric and should have the following minimum dimensions:*

	Surface level heliports	Elevated heliports and helidecks
<i>Length</i>	2.4 m	1.2 m
<i>Diameter (larger end)</i>	0.6 m	0.3 m
<i>Diameter (smaller end)</i>	0.3 m	0.15 m

5.1.1.6 **Recommendation.**— *The colour of the wind direction indicator should be so selected as to make it clearly visible and understandable from a height of at least 200 m (650 ft) above the heliport, having regard to background. Where practicable, a single colour, preferably white or orange, should be used. Where a combination of two colours is required to give adequate conspicuity against changing backgrounds, they should preferably be orange and white, red and white, or black and white, and should be arranged in five alternate bands the first and last band being the darker colour.*

5.1.1.7 A wind direction indicator at a heliport intended for use at night shall be illuminated.

5.2 Markings and markers

Note.— *See Annex 14, Volume I, 5.2.1.4, Note 1, concerning improving conspicuity of markings.*

5.2.1 Winching area marking

Application

5.2.1.1 **Recommendation.**— *A winching area marking should be provided at a winching area.*

Location

5.2.1.2 A winching area marking shall be located so that its centre coincides with the centre of the clear zone of the winching area.

Characteristics

5.2.1.3 A winching area marking shall consist of a solid circle of not less than 5 m in diameter and painted yellow.

5.2.2 Heliport identification marking

Application

5.2.2.1 A heliport identification marking shall be provided at a heliport.

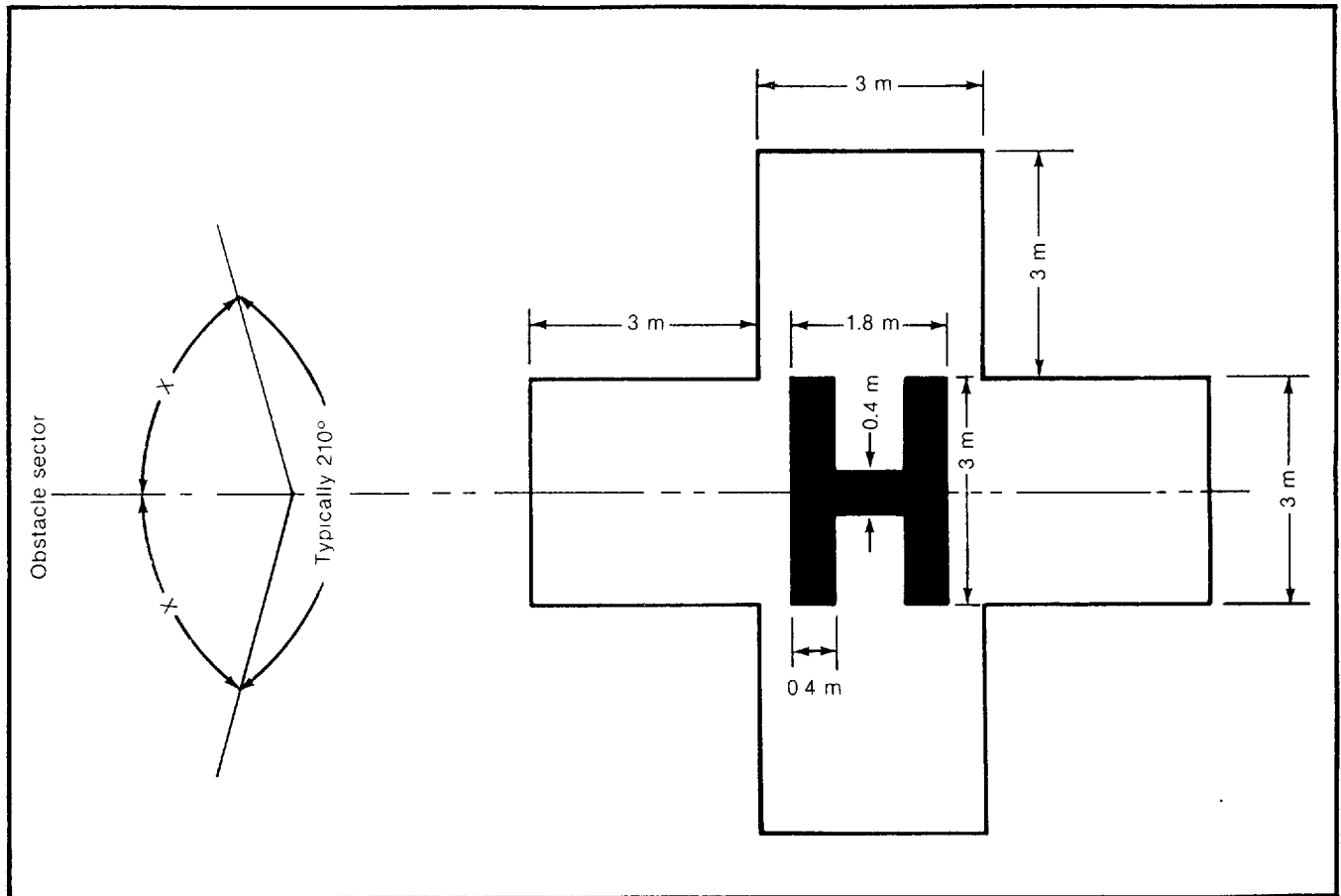


Figure 5-1. Helipoint identification marking (shown with hospital cross and orientation with obstacle-free sector)

Location

5.2.2.2 A helipoint identification marking shall be located within the final approach and take-off area, at or near the centre of the area or when used in conjunction with runway designation markings at each end of the area.

Characteristics

5.2.2.3 A helipoint identification marking, except for a helipoint at a hospital, shall consist of a letter H, white in colour. The dimensions of the marking shall be no less than those shown in Figure 5-1 and where the marking is used in conjunction with the final approach and take-off area designation marking specified in 5.2.5 its dimensions shall be increased by a factor of 3.

Note.— On a helideck covered with a rope netting, it may be advantageous to increase the height of the marking to 4 m and the other dimensions proportionally.

5.2.2.4 A helipoint identification marking for a helipoint at a hospital shall consist of a letter H, red in colour, on a white cross made of squares adjacent to each of the sides of a square containing the H as shown in Figure 5-1.

5.2.2.5 A helipoint identification marking shall be oriented with the cross arm of the H at right angles to the preferred final approach direction. For a helideck the cross arm shall be on or parallel to the bisector of the obstacle-free sector as shown in Figure 5-1.

5.2.3 Maximum allowable mass marking

Application

5.2.3.1 **Recommendation.—** A maximum allowable mass marking should be displayed at an elevated helipoint and at a helideck.

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5.2.3.2 **Recommendation.**— *A maximum allowable mass marking should be located within the touchdown and lift-off area and so arranged as to be readable from the preferred final approach direction.*

Characteristics

5.2.3.3 A maximum allowable mass marking shall consist of a two digit number followed by a letter “t” to indicate the allowable helicopter mass in tonnes (1 000 kg).

5.2.3.4 **Recommendation.**— *The numbers and the letter of the marking should have a colour contrasting with the background and should be in the form and proportion shown in Figure 5-2.*

5.2.4 Final approach and take-off area marking or marker

Application

5.2.4.1 Final approach and take-off area marking or markers shall be provided at a surface level heliport on ground where the extent of the final approach and take-off area is not self-evident.

Location

5.2.4.2 Final approach and take-off area marking or markers shall be located on the boundary of the final approach and take-off area.

Characteristics

5.2.4.3 Final approach and take-off area marking or markers shall be spaced:

- a) for a square or rectangular area at equal intervals of not more than 50 m with at least three markings or markers on each side including a marking or marker at each corner; and
- b) for any other shaped area, including a circular area, at equal intervals of not more than 10 m with a minimum number of five markings or markers.

5.2.4.4 A final approach and take-off area marking shall be a rectangular stripe with a length of 9 m or one-fifth of the side of the final approach and take-off area which it defines and a width of 1 m. Where a marker is used its characteristics shall conform to those specified in Annex 14, Volume I, 5.5.8.3 except that the height of the marker shall not exceed 25 cm above ground or snow level.

5.2.4.5 A final approach and take-off area marking shall be white.

5.2.5 Final approach and take-off area designation marking

Application

5.2.5.1 **Recommendation.**— *A final approach and take-off area designation marking should be provided where it is necessary to designate the final approach and take-off area to the pilot.*

Location

5.2.5.2 A final approach and take-off area designation marking shall be located at the beginning of the final approach and take-off area as shown in Figure 5-3.

Characteristics

5.2.5.3 A final approach and take-off area designation marking shall consist of a runway designation marking described in Annex 14, Volume I, 5.2.2.4 and 5.2.2.5 supplemented by an H, specified in 5.2.2 above, and as shown in Figure 5-3.

5.2.6 Aiming point marking

Application

5.2.6.1 **Recommendation.**— *An aiming point marking should be provided at a heliport where it is necessary for a pilot to make an approach to a particular point before proceeding to the touchdown and lift-off area.*

Location

5.2.6.2 The aiming point marking shall be located within the final approach and take-off area.

Characteristics

5.2.6.3 The aiming point marking shall be an equilateral triangle with the bisector of one of the angles aligned with the preferred approach direction. The marking shall consist of continuous white lines and the dimensions of the marking shall conform to those shown in Figure 5-4.

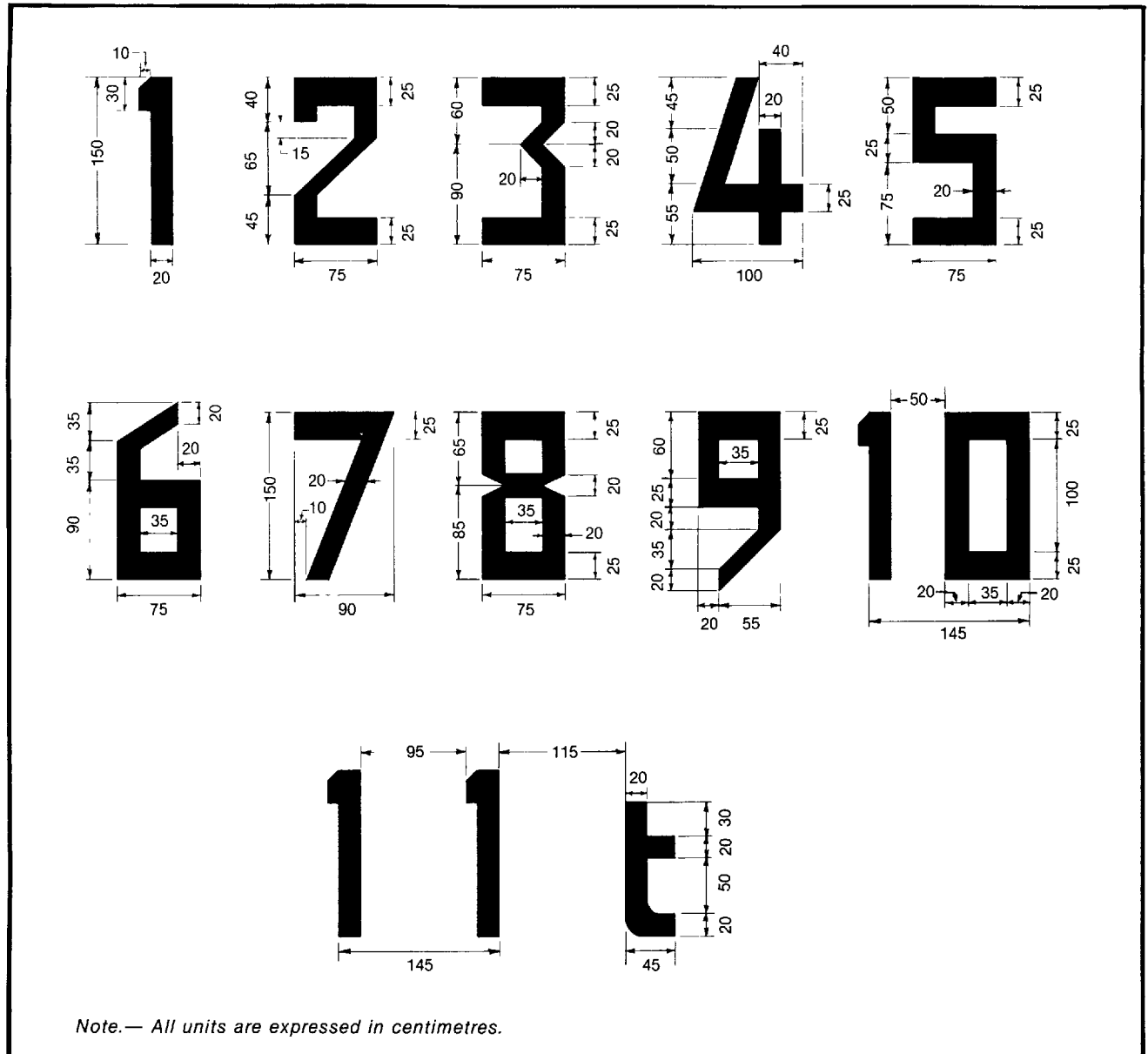


Figure 5-2. Form and proportions of numbers and letter for maximum allowable mass marking

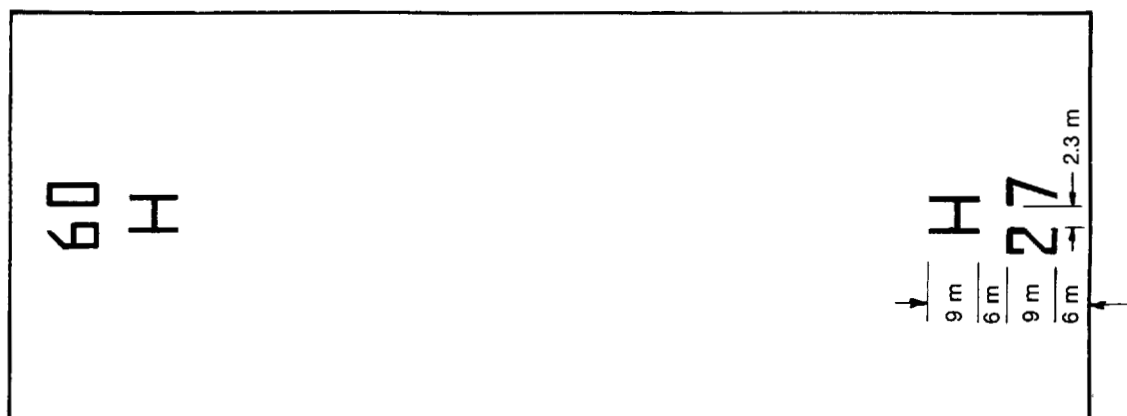


Figure 5-3. Final approach and take-off area designation marking

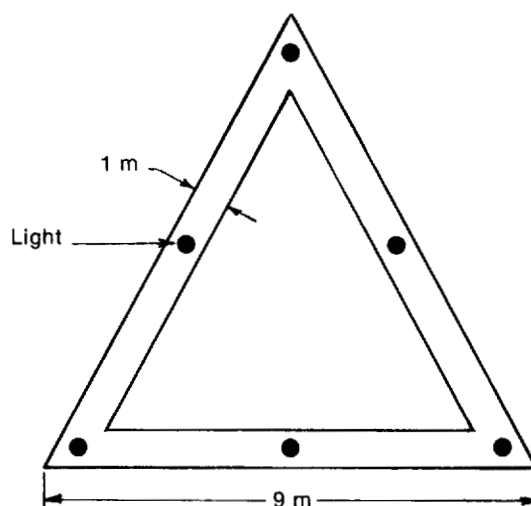


Figure 5-4. Aiming point marking

5.2.7 Touchdown and lift-off area marking

Location

5.2.7.3 The touchdown and lift-off area marking shall be located along the perimeter of the touchdown and lift-off area.

Application

5.2.7.1 A touchdown and lift-off area marking shall be provided on a helideck.

5.2.7.2 **Recommendation.**— A touchdown and lift-off area marking should be provided on a heliport other than a helideck if the perimeter of the touchdown and lift-off area is not self-evident.

Characteristics

5.2.7.4 A touchdown and lift-off area marking shall consist of a continuous white line with a width of at least 30 cm.

Chapter 5

Annex 14 — Aerodromes

5.2.8 Touchdown marking

Application

5.2.8.1 **Recommendation.**— *A touchdown marking should be provided where it is necessary for a helicopter to touch down in a specific position.*

Location

5.2.8.2 A touchdown marking shall be located so that when a helicopter for which the marking is intended is positioned, with the main undercarriage inside the marking and the pilot situated over the marking, all parts of the helicopter will be clear of any obstacle by a safe margin.

5.2.8.3 On a helideck or on an elevated heliport the centre of the touchdown marking shall be located at the centre of the touchdown and lift-off area except that the marking may be offset away from the origin of the obstacle-free sector by no more than 0.1 D where an aeronautical study indicates such offsetting to be necessary and that a marking so offset would not adversely affect the safety.

Characteristics

5.2.8.4 A touchdown marking shall be a yellow circle and have a line width of at least 0.5 m. For a helideck the line width shall be at least 1 m.

5.2.8.5 On helidecks the inner diameter of the circle shall be half the D value of the helideck or 6 m whichever is the greater.

5.2.9 Heliport name marking

Application

5.2.9.1 **Recommendation.**— *A heliport name marking should be provided at a heliport where there is insufficient alternative means of visual identification.*

Location

5.2.9.2 **Recommendation.**— *The heliport name marking should be placed on the heliport so as to be visible, as far as practicable, at all angles above the horizontal. Where an obstacle sector exists the marking should be located on the obstacle side of the H identification marking.*

Characteristics

5.2.9.3 A heliport name marking shall consist of the name or the alphanumeric designator of the heliport as used in the R/T communications.

5.2.9.4 **Recommendation.**— *The characters of the marking should be not less than 3 m in height at surface level heliports and not less than 1.2 m on elevated heliports and helidecks. The colour of the marking should contrast with the background.*

5.2.9.5 A heliport name marking intended for use at night or during conditions of poor visibility shall be illuminated, either internally or externally.

5.2.10 Helideck obstacle-free sector marking

Application

5.2.10.1 **Recommendation.**— *A helideck obstacle-free sector marking should be provided at a helideck.*

Location

5.2.10.2 A helideck obstacle-free sector marking shall be located on the touchdown and lift-off area marking.

Characteristics

5.2.10.3 The helideck obstacle-free sector marking shall indicate the origin of the obstacle free sector, the directions of the limits of the sector and the D value of the helideck as shown in Figure 5-5 for a hexagonal-shaped helideck.

Note.— *D is the largest dimension of the helicopter when the rotors are turning.*

5.2.10.4 The height of the chevron shall equal the width of the touchdown and lift-off area marking.

5.2.10.5 The chevron shall be black.

5.2.11 Marking for taxiways

Note.— *The specifications for taxiway centre line marking and taxi-holding position markings in Annex 14, Volume I, 5.2.8 and 5.2.9 are equally applicable to taxiways intended for ground taxiing of helicopters.*

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5.2.12 Air taxiway markers

Application

5.2.12.1 **Recommendation.**— *An air taxiway should be marked with air taxiway markers.*

Note.— *These markers are not meant to be used on helicopter ground taxiways.*

Location

5.2.12.2 Air taxiway markers shall be located along the centre line of the air taxiway and shall be spaced at intervals of not more than 30 m on straight sections and 15 m on curves.

Characteristics

5.2.12.3 An air taxiway marker shall be frangible and when installed shall not exceed 35 cm above ground or snow level. The surface of the marker as viewed by the pilot shall

be a rectangle with a height to width ratio of approximately 3 to 1 and shall have a minimum area of 150 cm² as shown in Figure 5-6.

5.2.12.4 An air taxiway marker shall be divided into three equal, horizontal bands coloured yellow, green and yellow, respectively. If the air taxiway is to be used at night, the markers shall be internally illuminated or retro-reflective.

5.2.13 Air transit route markers

Application

5.2.13.1 **Recommendation.**— *When established an air transit route should be marked with air transit route markers.*

Location

5.2.13.2 Air transit route markers shall be located along the centre line of the air transit route and shall be spaced at intervals of not more than 60 m on straight sections and 15 m on curves.

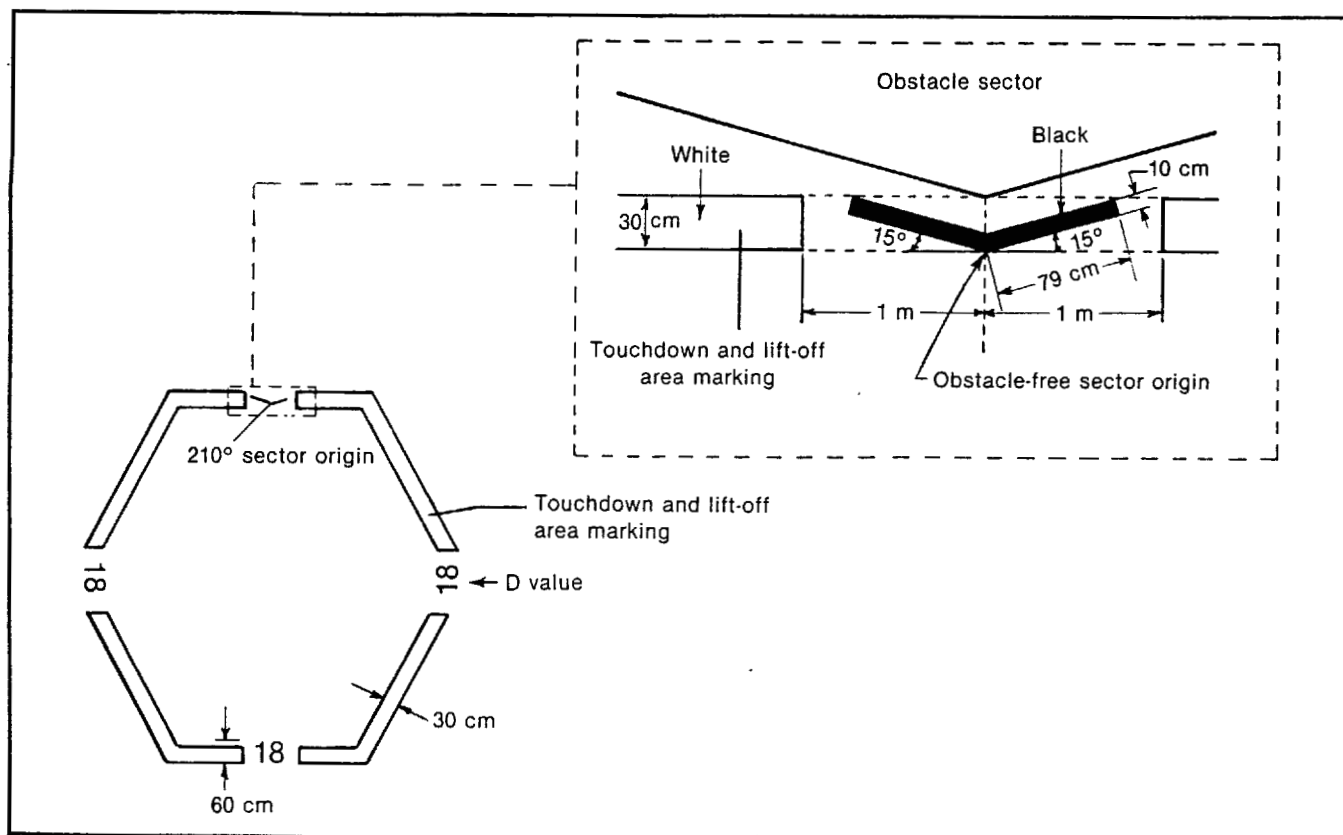


Figure 5-5. Helideck obstacle-free sector marking

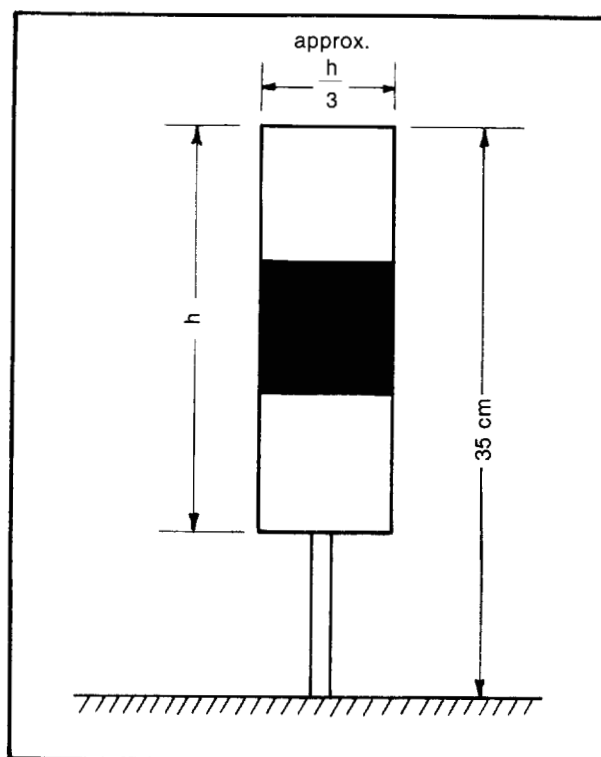


Figure 5-6. Air taxiway marker

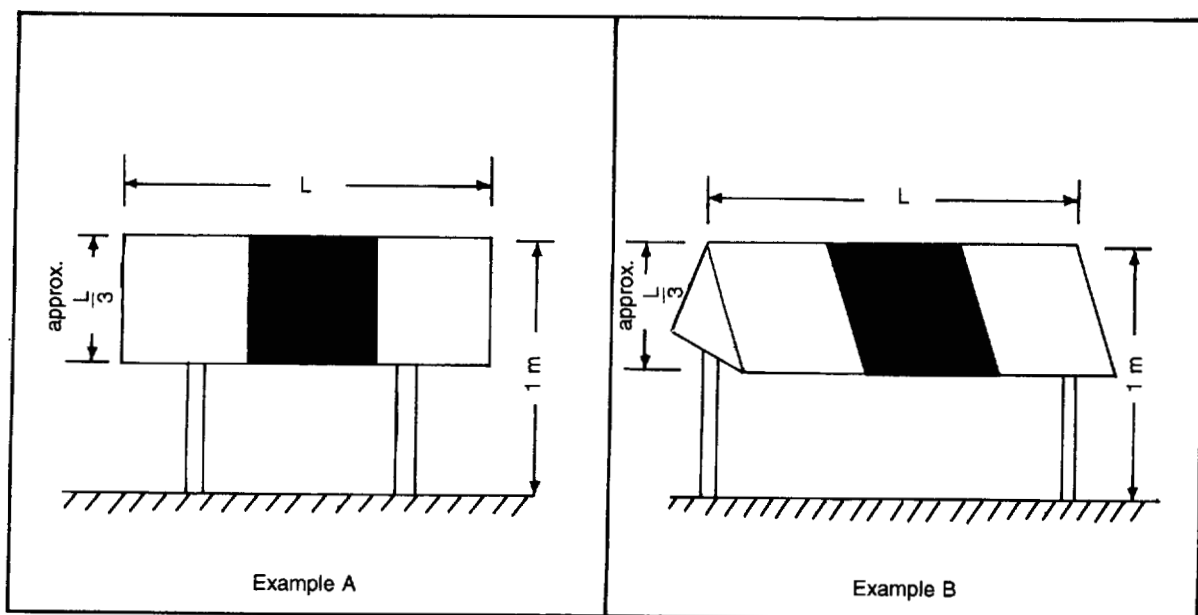


Figure 5-7. Air transit route marker

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Characteristics

5.2.13.3 An air transit route marker shall be frangible and when installed shall not exceed 1 m above ground or snow level. The surface of the marker as viewed by the pilot shall be a rectangle with a height to width ratio of approximately 1 to 3 and shall have a minimum area of 1 500 cm² as shown in the examples in Figure 5-7.

5.2.13.4 An air transit route marker shall be divided into three equal, vertical bands coloured yellow, green and yellow, respectively. If the air transit route is to be used by night, the marker shall be internally illuminated or retro-reflective.

5.3 Lights

5.3.1 General

Note 1.— See Annex 14, Volume I, 5.3.1 concerning specifications on screening of non-aeronautical ground lights. and design of elevated and inset lights.

Note 2.— In the case of helidecks and heliports located near navigable waters, consideration needs to be given to ensuring that aeronautical ground lights do not cause confusion to mariners.

Note 3.— As helicopters will generally come very close to extraneous light sources, it is particularly important to ensure that, unless such lights are navigation lights exhibited in accordance with international regulations, they are screened or located so as to avoid direct and reflected glare.

Note 4.— The following specifications have been developed for systems intended for use in conjunction with a non-instrument or non-precision final approach and take-off area.

5.3.2 Heliport beacon

Application

5.3.2.1 **Recommendation.**— A heliport beacon should be provided at a heliport where:

- a) long-range visual guidance is considered necessary and is not provided by other visual means; or
- b) identification of the heliport is difficult due to surrounding lights.

Location

5.3.2.2 The heliport beacon shall be located on or adjacent to the heliport preferably at an elevated position and so that it does not dazzle a pilot at short range.

Note.— Where a heliport beacon is likely to dazzle pilots at short range it may be switched off during the final stages of the approach and landing.

Characteristics

5.3.2.3 The heliport beacon shall emit repeated series of equispaced short duration white flashes in the format in Figure 5-8.

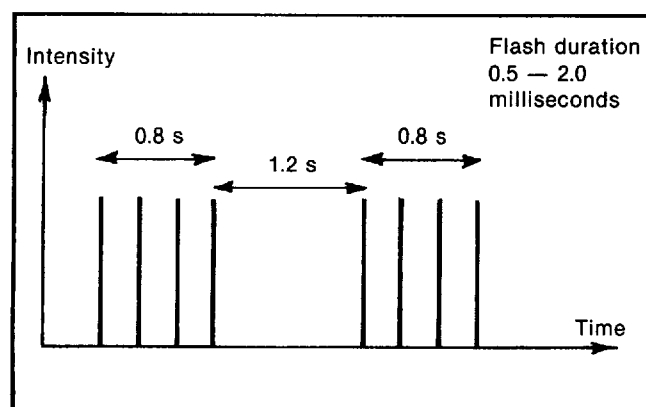


Figure 5-8. Heliport beacon flash characteristics

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5.3.2.4 The light from the beacon shall show at all angles of azimuth.

5.3.2.5 **Recommendation.**— *The effective light intensity distribution of each flash should be as shown in Figure 5-9, Illustration 1.*

Note.— *Where brilliancy control is desired, settings of 10 per cent and 3 per cent have been found to be satisfactory. In addition, shielding may be necessary to ensure that pilots are not dazzled during the final stages of the approach and landing.*

5.3.3 Approach lighting system

Application

5.3.3.1 **Recommendation.**— *An approach lighting system should be provided at a heliport where it is desirable and practicable to indicate a preferred approach direction.*

Location

5.3.3.2 The approach lighting system shall be located in a straight line along the preferred direction of approach.

Characteristics

5.3.3.3 **Recommendation.**— *An approach lighting system should consist of a row of three lights spaced uniformly at 30 m intervals and of a crossbar 18 m in length at a distance of 90 m from the perimeter of the final approach and take-off area as shown in Figure 5-10. The lights forming the crossbar should be as nearly as practicable in a horizontal straight line at right angles to, and bisected by, the line of the centre line lights and spaced at 4.5 m intervals. Where there is the need to make the final approach course more conspicuous additional lights spaced uniformly at 30 m intervals should be added beyond the crossbar. The lights beyond the crossbar may be steady or sequenced flashing, depending upon the environment.*

Note.— *Sequenced flashing lights may be useful where identification of the approach lighting system is difficult due to surrounding lights.*

5.3.3.4 **Recommendation.**— *Where an approach lighting system is provided for a non-precision final approach and take-off area, the system should not be less than 210 m in length.*

5.3.3.5 The steady lights shall be omnidirectional white lights.

5.3.3.6 **Recommendation.**— *The light distribution of steady lights should be as indicated in Figure 5-9, Illustration 2 except that the intensity should be increased by a factor of 3 for a non-precision final approach and take-off area.*

5.3.3.7 Sequenced flashing lights shall be omnidirectional white lights.

5.3.3.8 **Recommendation.**— *The flashing lights should have a flash frequency of one per second and their light distribution should be as shown in Figure 5-9, Illustration 3. The flash sequence should commence from the outermost light and progress towards the crossbar.*

5.3.3.9 **Recommendation.**— *A suitable brilliancy control should be incorporated to allow for adjustment of light intensity to meet the prevailing conditions.*

Note.— *The following intensity settings have been found suitable:*

- a) steady lights — 100 per cent, 30 per cent and 10 per cent; and
- b) flashing lights — 100 per cent, 10 per cent and 3 per cent.

5.3.4 Visual alignment guidance system

Application

5.3.4.1 **Recommendation.**— *A visual alignment guidance system should be provided to serve the approach to a heliport where one or more of the following conditions exist especially at night:*

- a) obstacle clearance, noise abatement or traffic control procedures require a particular direction to be flown;
- b) the environment of the heliport provides few visual surface cues; and
- c) it is physically impracticable to install an approach lighting system.

Location

5.3.4.2 The visual alignment guidance system shall be located such that a helicopter is guided along the prescribed track towards the final approach and take-off area.

5.3.4.3 **Recommendation.**— *The system should be located at the downwind edge of the final approach and take-off area and aligned along the preferred approach direction.*

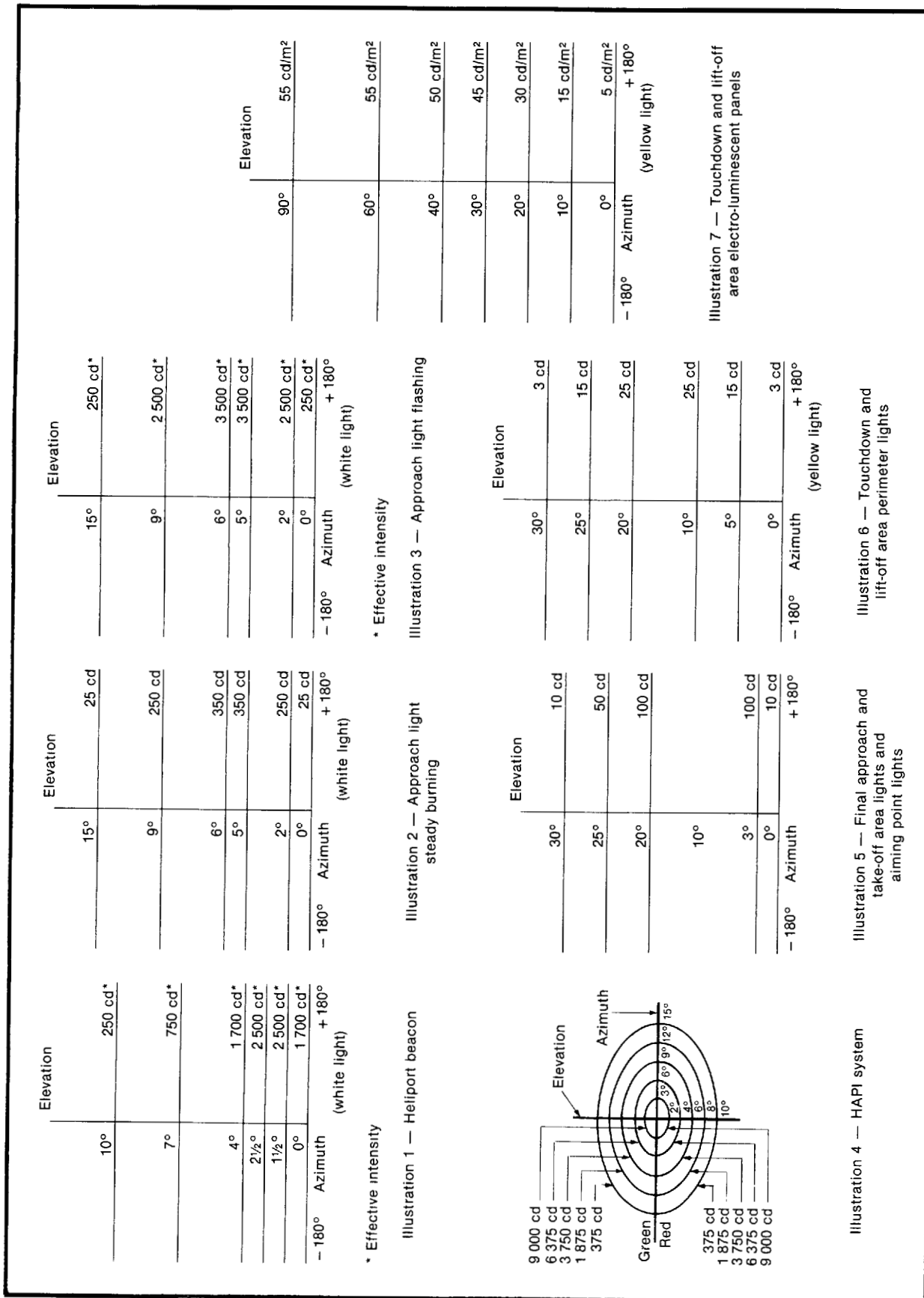


Figure 5-9. Isocandela diagrams of lights meant for helicopter non-instrument and non-precision approaches

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5.3.4.4 The light units shall be frangible and mounted as low as possible.

5.3.4.5 Where the lights of the system need to be seen as discrete sources, light units shall be located such that at the extremes of system coverage the angle subtended between units as seen by the pilot shall not be less than 3 minutes of arc.

5.3.4.6 The angles subtended between light units of the system and other units of comparable or greater intensities shall also be not less than 3 minutes of arc.

Note.— Requirements of 5.3.4.5 and 5.3.4.6 can be met for lights on a line normal to the line of sight if the light units are separated by 1 metre for every kilometre of viewing range.

Signal format

5.3.4.7 The signal format of the alignment guidance system shall include a minimum of three discrete signal sectors providing “offset to the right”, “on track” and “offset to the left” signals.

5.3.4.8 The divergence of the “on track” sector of the system shall be as shown in Figure 5-11.

5.3.4.9 The signal format shall be such that there is no possibility of confusion between the system and any associated visual approach slope indicator or other visual aids.

5.3.4.10 The system shall avoid the use of the same coding as any associated visual approach slope indicator.

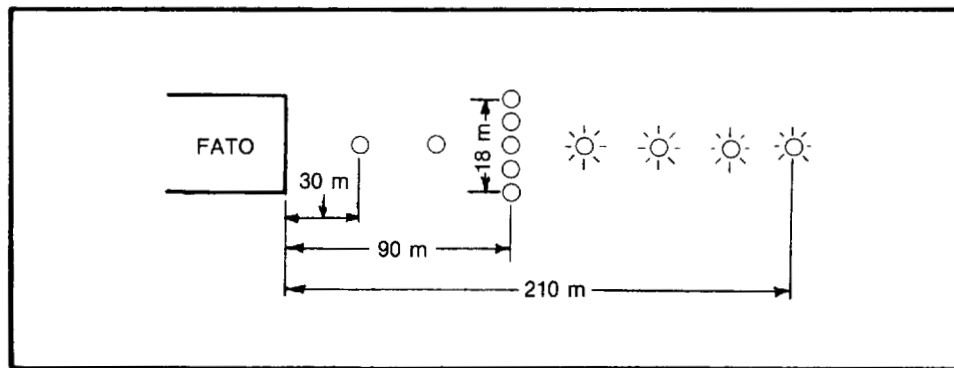


Figure 5-10. Approach lighting system

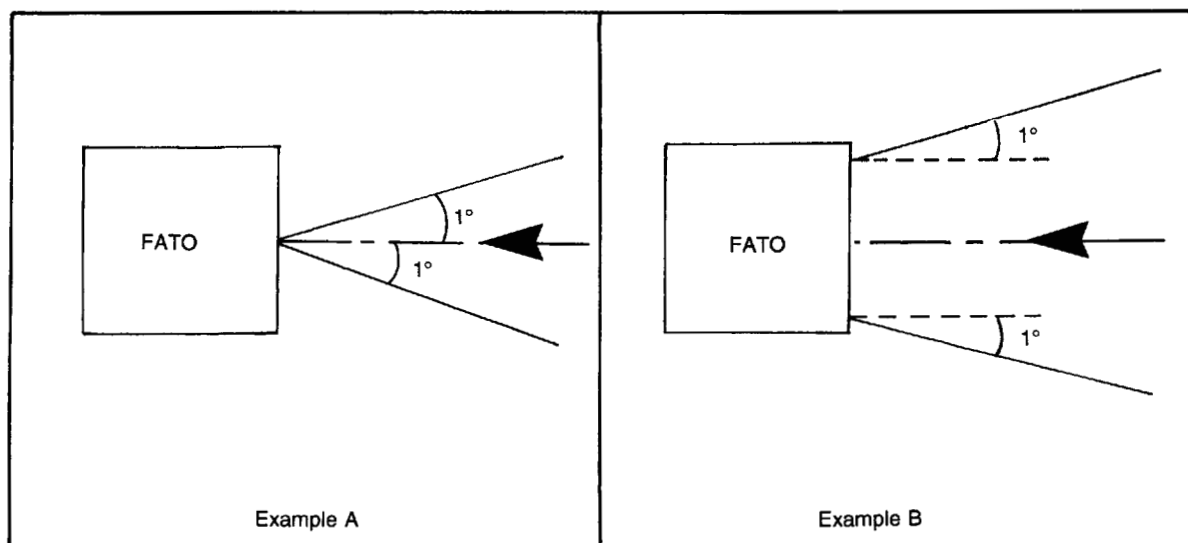


Figure 5-11. Divergence of the “on track” sector

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5.3.4.11 The signal format shall be such that the system is unique and conspicuous in all operational environments.

5.3.4.12 The system shall not significantly increase the pilot workload.

Light distribution

5.3.4.13 The useable coverage of the visual alignment guidance system shall be equal to or better than that of the visual approach slope indicator system, with which it is associated.

5.3.4.14 A suitable intensity control shall be provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.

Approach track and azimuth setting

5.3.4.15 A visual alignment guidance system shall be capable of adjustment in azimuth to within ± 5 minutes of arc of the desired approach path.

5.3.4.16 The angle of azimuth guidance system shall be such that during an approach the pilot of a helicopter at the boundary of the “on track” signal will clear all objects in the approach area by a safe margin.

5.3.4.17 The characteristics of the obstacle protection surface specified in 5.3.5.23, Table 5-1 and Figure 5-13 shall equally apply to the system.

Characteristics of the visual alignment guidance system

5.3.4.18 In the event of the failure of any component affecting the signal format the system shall be automatically switched off.

5.3.4.19 The light units shall be so designed that deposits of condensation, ice, dirt, etc. on optically transmitting or reflecting surfaces will interfere to the least possible extent with the light signal and will not cause spurious or false signals to be generated.

5.3.5 Visual approach slope indicator

Application

5.3.5.1 **Recommendation.**— *A visual approach slope indicator should be provided to serve the approach to a heliport, whether or not the heliport is served by other visual approach aids or by non-visual aids, where one or more of the following conditions exist especially at night:*

- a) *obstacle clearance, noise abatement or traffic control procedures require a particular slope to be flown;*
- b) *the environment of the heliport provides few visual surface cues; and*
- c) *the characteristics of the helicopter require a stabilized approach.*

5.3.5.2 The standard visual approach slope indicator systems for helicopter operations shall consist of the following:

- a) PAPI and APAPI systems conforming to the specifications contained in Annex 14, Volume I, 5.3.5.23 to 5.3.5.40 inclusive except that the angular size of the on-slope sector of the systems shall be increased to 45 minutes; or
- b) helicopter approach path indicator (HAPI) system conforming to the specifications in 5.3.5.6 to 5.3.5.21 inclusive.

Location

5.3.5.3 A visual approach slope indicator shall be located such that a helicopter is guided to the desired position within the final approach and take-off area and so as to avoid dazzling the pilot during final approach and landing.

5.3.5.4 **Recommendation.**— *A visual approach slope indicator should be located adjacent to the nominal aiming point and aligned in azimuth with the preferred approach direction.*

5.3.5.5 The light unit(s) shall be frangible and mounted as low as possible.

HAPI signal format

5.3.5.6 The signal format of the HAPI shall include four discrete signal sectors, providing an “above slope”, an “on slope”, a “slightly below” and a “below slope” signal.

5.3.5.7 The signal format of the HAPI shall be as shown in Figure 5-12, Illustrations A and B.

Note.— *Care is required in the design of the unit to minimize spurious signals between the signal sectors and at the azimuth coverage limits.*

5.3.5.8 The signal repetition rate of the flashing sector of the HAPI shall be at least 2 Hz.

5.3.5.9 **Recommendation.**— *The on-to-off ratio of pulsing signals of the HAPI should be 1 to 1 and the modulation depth should be at least 80 per cent.*

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5.3.5.10 The angular size of the “on-slope” sector of the HAPI shall be 45 minutes.

5.3.5.11 The angular size of the “slightly below” sector of the HAPI shall be 15 minutes.

Light distribution

5.3.5.12 **Recommendation.**— *The light intensity distribution of the HAPI in red and green colours should be as shown in Figure 5-9, Illustration 4.*

Note.— *A larger azimuth coverage can be obtained by installing the HAPI system on a turntable.*

5.3.5.13 Colour transition of the HAPI in the vertical plane shall be such as to appear to an observer at a distance of not less than 300 m to occur within a vertical angle of not more than three minutes.

5.3.5.14 The transmission factor of a red or green filter shall be not less than 15 per cent at the maximum intensity setting.

5.3.5.15 At full intensity the red light of the HAPI shall have a Y-coordinate not exceeding 0.320 and the green light shall be within the boundaries specified in Annex 14, Volume I, Appendix 1, 2.1.3.

5.3.5.16 A suitable intensity control shall be provided so as to allow adjustment to meet the prevailing conditions and to avoid dazzling the pilot during approach and landing.

Approach slope and elevation setting

5.3.5.17 A HAPI system shall be capable of adjustment in elevation at any desired angle between 1 degree and 12 degrees above the horizontal with an accuracy of ± 5 minutes of arc.

5.3.5.18 The angle of elevation setting of HAPI shall be such that during an approach, the pilot of a helicopter observing the upper boundary of the “below slope” signal will clear all objects in the approach area by a safe margin.

Characteristics of the light unit

5.3.5.19 The system shall be so designed that:

- in the event the vertical misalignment of a unit exceeds $\pm 0.5^\circ$ (± 30 minutes), the system will switch off automatically; and
- if the flashing mechanism fails, no light will be emitted in the failed flashing sector(s).

Table 5-1. Dimensions and slopes of the obstacle protection surface

SURFACE AND DIMENSIONS	NON-INSTRUMENT FATO		NON-PRECISION FATO
Length of inner edge	Width of safety area		Width of safety area
Distance from end of FATO	3 m minimum		60 m
Divergence	10%		15%
Total length	2 500 m		2 500 m
Slope	PAPI	$A^a - 0.57^\circ$	$A^a - 0.57^\circ$
	HAPI	$A^b - 0.65^\circ$	$A^b - 0.65^\circ$
	APAPI	$A^a - 0.9^\circ$	$A^a - 0.9^\circ$
a. As indicated in Annex 14, Volume I, Figure 5-13. b. The angle of the upper boundary of the “below slope” signal.			

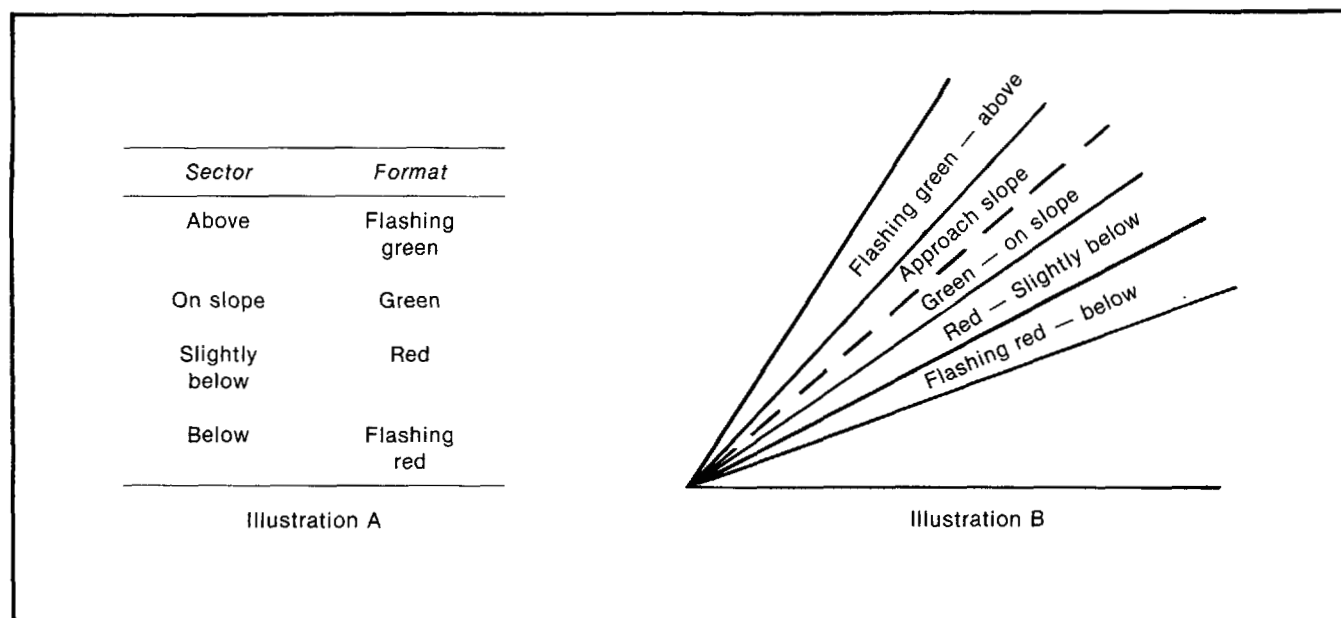


Figure 5-12. HAPI signal format

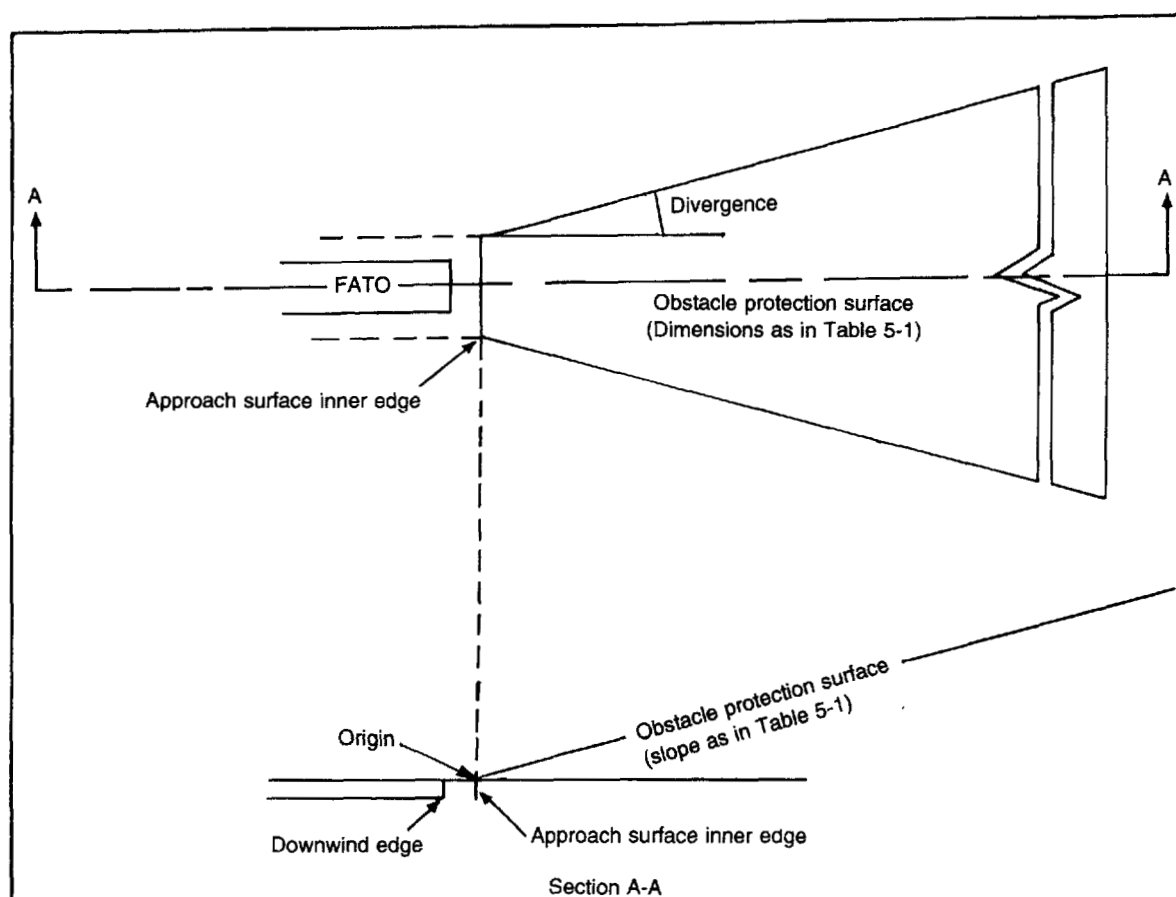


Figure 5-13. Obstacle protection surface for visual approach slope indicator systems

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5.3.5.20 The light unit of the HAPI shall be so designed that deposits of condensation, ice, dirt, etc. on optically transmitting or reflecting surfaces will interfere to the least possible extent with the light signal and will not cause spurious or false signals to be generated.

5.3.5.21 **Recommendation.**— *A HAPI system intended for installation on a floating helideck should afford a stabilization of the beam to an accuracy of $\pm 1/4^\circ$ within $\pm 3^\circ$ pitch and roll movement of the heliport.*

Obstacle protection surface

Note.— *The following specifications apply to PAPI, APAPI and HAPI.*

5.3.5.22 An obstacle protection surface shall be established when it is intended to provide a visual approach slope indicator system.

5.3.5.23 The characteristics of the obstacle protection surface, i.e. origin, divergence, length and slope shall correspond to those specified in the relevant column of Table 5-1 and in Figure 5-13.

5.3.5.24 New objects or extensions of existing objects shall not be permitted above an obstacle protection surface except when, in the opinion of the appropriate authority, the new object or extension would be shielded by an existing immovable object.

Note.— *Circumstances in which the shielding principle may reasonably be applied are described in the Airport Services Manual, Part 6.*

5.3.5.25 Existing objects above an obstacle protection surface shall be removed except when, in the opinion of the appropriate authority, the object is shielded by an existing immovable object, or after aeronautical study it is determined that the object would not adversely affect the safety of operations of helicopters.

5.3.5.26 Where an aeronautical study indicates that an existing object extending above an obstacle protection surface could adversely affect the safety of operations of helicopters one or more of the following measures shall be taken:

- a) suitably raise the approach slope of the system;
- b) reduce the azimuth spread of the system so that the object is outside the confines of the beam;
- c) displace the axis of the system and its associated obstacle protection surface by no more than 5° ;

- d) suitably displace the final approach and take-off area; and
- e) install a visual alignment guidance system specified in 5.3.4.

Note.— *Guidance on this issue is contained in the Heliport Manual.*

5.3.6 Final approach and take-off area lights

Application

5.3.6.1 Where a final approach and take-off area is established at a surface level heliport on ground intended for use at night, final approach and take-off area lights shall be provided except that they may be omitted where the final approach and take-off area and the touchdown and lift-off area are nearly coincidental or the extent of the final approach and take-off area is self-evident.

Location

5.3.6.2 Final approach and take-off area lights shall be placed along the edges of the final approach and take-off area. The lights shall be uniformly spaced as follows:

- a) for an area in the form of a square or rectangle, at intervals of not more than 50 m with a minimum of four lights on each side including a light at each corner; and
- b) for any other shaped area, including a circular area, at intervals of not more than 5 m with a minimum of ten lights.

Characteristics

5.3.6.3 Final approach and take-off area lights shall be fixed omnidirectional lights showing white. Where the intensity of the lights is to be varied the lights shall show variable white.

5.3.6.4 **Recommendation.**— *The light distribution of final approach and take-off area lights should be as shown in Figure 5-9, Illustration 5.*

5.3.6.5 **Recommendation.**— *The lights should not exceed a height of 25 cm and should be inset when a light extending above the surface would endanger helicopter operations. Where a final approach and take-off area is not meant for lift-off or touchdown, the lights should not exceed a height of 25 cm above ground or snow level.*

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5.3.7 Aiming point lights

Application

5.3.7.1 **Recommendation.**— *Where an aiming point marking is provided at a heliport intended for use at night, aiming point lights should be provided.*

Location

5.3.7.2 Aiming point lights shall be collocated with the aiming point marking.

Characteristics

5.3.7.3 Aiming point lights shall form a pattern of at least six omnidirectional white lights as shown in Figure 5-4. The lights shall be inset when a light extending above the surface could endanger helicopter operations.

5.3.7.4 **Recommendation.**— *The light distribution of aiming point lights should be as shown in Figure 5-9, Illustration 5.*

5.3.8 Touchdown and lift-off area lighting system

Application

5.3.8.1 A touchdown and lift-off area lighting system shall be provided at a heliport intended for use at night.

5.3.8.2 The touchdown and lift-off area lighting system for a surface level heliport shall consist of one or more of the following:

- a) perimeter lights; or
- b) floodlighting; or
- c) luminescent panel lighting when a) and b) are not practicable and final approach and take-off area lights are available.

5.3.8.3 The touchdown and lift-off area lighting system for an elevated heliport or helideck shall consist of:

- a) perimeter lights; and
- b) floodlighting and/or luminescent panel lighting.

Note.— *At elevated heliports and helidecks, surface texture cues within the touchdown and lift-off area are essential for helicopter positioning during the final approach and landing.*

Such cues are provided by using floodlighting or luminescent panel lighting or a combination of these two forms of lighting, in addition to perimeter lights.

5.3.8.4 **Recommendation.**— *Touchdown and lift-off area floodlighting or luminescent panel lighting should be provided at a surface-level heliport intended for use at night when enhanced surface texture cues are required.*

Location

5.3.8.5 Touchdown and lift-off area perimeter lights shall be placed along the edge of the area designated for use as the touchdown and lift-off area or within a distance of 1.5 m from the edge. Where the touchdown and lift-off area is a circle the lights shall be:

- a) located on straight lines in a pattern which will provide information to pilots on drift displacement; and
- b) where a) is not practicable, evenly spaced around the perimeter of the touchdown and lift-off area at the appropriate interval except that over a sector of 45° the lights shall be spaced at half spacing.

5.3.8.6 Touchdown and lift-off area perimeter lights shall be uniformly spaced at intervals of not more than 3 m for elevated heliports and helidecks and not more than 5 m for surface level heliports. There shall be a minimum number of four lights on each side including a light at each corner. For a circular touchdown and lift-off area, where lights are installed in accordance with 5.3.8.5 b) there shall be a minimum of fourteen lights.

Note.— *Guidance on this issue is contained in the Heliport Manual.*

5.3.8.7 The touchdown and lift-off area perimeter lights shall be installed at an elevated heliport or fixed helideck such that the pattern cannot be seen by the pilot from below the elevation of the touchdown and lift-off area.

5.3.8.8 The touchdown and lift-off area perimeter lights shall be installed at a floating helideck, such that the pattern cannot be seen by the pilot from below the elevation of the touchdown and lift-off area when the helideck is level.

5.3.8.9 On surface level heliports, luminescent panel lights shall be placed along the marking designating the edge of the touchdown and lift-off area. Where the touchdown and lift-off area is a circle the luminescent panels shall be located on straight lines circumscribing the area.

5.3.8.10 On surface level heliports the minimum number of panels on a touchdown and lift-off area shall be nine. The total length of luminescent panels in a pattern shall not be less than 50 per cent of the length of the pattern. There shall be an odd number with a minimum number of three panels on each

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side of the touchdown and lift-off area including a panel at each corner. Luminescent panels shall be uniformly spaced with a distance between adjacent panel ends of not more than 5 m on each side of the touchdown and lift-off area.

5.3.8.11 Recommendation.— *When luminescent panels are used on an elevated heliport or helideck to enhance surface texture cues the panels should not be placed adjacent to the perimeter lights. They should be placed around a touchdown marking where it is provided or coincident with heliport identification marking.*

5.3.8.12 Touchdown and lift-off area floodlights shall be located so as to avoid glare to pilots in flight or to personnel working on the area. The arrangement and aiming of floodlights shall be such that shadows are kept to a minimum.

Characteristics

5.3.8.13 The touchdown and lift-off area perimeter lights shall be fixed omnidirectional lights showing yellow.

5.3.8.14 At a surface level heliport the luminescent panels shall emit yellow light when used to define the boundary of the touchdown and lift-off area.

Note.— *In other circumstances, luminescent panels may emit light of other colours.*

5.3.8.15 Recommendation.— *The chromaticity and luminance of colours of luminescent panels should conform to Annex 14, Volume I, Appendix 1, 3.4.*

5.3.8.16 A luminescent panel shall have a minimum width of 6 cm. The panel housing shall be the same colour as the marking it defines.

5.3.8.17 Recommendation.— *The perimeter lights should not exceed a height of 25 cm and should be inset when a light extending above the surface could endanger helicopter operations.*

5.3.8.18 Recommendation.— *The touchdown and lift-off area floodlights should not exceed a height of 25 cm.*

5.3.8.19 The luminescent panels shall not extend above the surface by more than 2.5 cm.

5.3.8.20 Recommendation.— *The light distribution of the perimeter lights should be as shown in Figure 5-9, Illustration 6.*

5.3.8.21 Recommendation.— *The light distribution of the luminescent panels should be as shown in Figure 5-9, Illustration 7.*

5.3.8.22 The spectral distribution of touchdown and lift-off area floodlights shall be such that the surface and obstacle marking can be correctly identified.

5.3.8.23 Recommendation.— *The average horizontal illuminance of the floodlighting should be at least 10 lux, with a uniformity ratio (average to minimum) of not more than 8:1 measured on the surface of the touchdown and lift-off area.*

5.3.9 Winching area floodlighting**Application**

5.3.9.1 Winching area floodlighting shall be provided at a winching area intended for use at night.

Location

5.3.9.2 Winching area floodlights shall be located so as to avoid glare to pilots in flight or to personnel working on the area. The arrangement and aiming of floodlights shall be such that shadows are kept to a minimum.

Characteristics

5.3.9.3 The spectral distribution of winching area floodlights shall be such that the surface and obstacle markings can be correctly identified.

5.3.9.4 Recommendation.— *The average horizontal illuminance should be at least 10 lux, measured on the surface of the winching area.*

5.3.10 Taxiway lights

Note.— *The specifications for taxiway centre line lights and taxiway edge lights in Annex 14, Volume I, 5.3.15 and 5.3.16 are equally applicable to taxiways intended for ground taxiing of helicopters.*

5.3.11 Visual aids for denoting obstacles

Note.— *The specifications for marking and lighting of obstacles included in Annex 14, Volume I, Chapter 6, are equally applicable to heliports and winching areas.*

5.3.12 Floodlighting of obstacles**Application**

5.3.12.1 At a heliport intended for use at night, obstacles shall be floodlighted if it is not possible to display obstacle lights on them.

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5.3.12.2 Obstacle floodlights shall be arranged so as to illuminate the entire obstacle and as far as practicable in a manner so as not to dazzle the helicopter pilots.

Characteristics

5.3.12.3 **Recommendation.**— *Obstacle floodlighting should be such as to produce a luminance of at least 10 cd/m².*

CHAPTER 6. HELIPORT SERVICES

6.1 Rescue and fire fighting

General

Introductory Note.— These specifications apply to surface level heliports and elevated heliports only. The specifications complement those in Annex 14, Volume I, 9.2 concerning rescue and fire fighting requirements at aerodromes.

The principal objective of a rescue and fire fighting service is to save lives. For this reason, the provision of means of dealing with a helicopter accident or incident occurring at or in the immediate vicinity of a heliport assumes primary importance because it is within this area that there are the greatest opportunities of saving lives. This must assume at all times the possibility of, and need for, extinguishing a fire which may occur either immediately following a helicopter accident or incident or at any time during rescue operations.

The most important factors bearing on effective rescue in a survivable helicopter accident are the training received, the effectiveness of the equipment and the speed with which personnel and equipment designated for rescue and fire fighting purposes can be put into use.

For an elevated heliport, requirements to protect any building or structure on which the heliport is located are not taken into account.

Rescue and fire fighting requirements for helidecks may be found in the Heliport Manual.

Level of protection to be provided

6.1.1 Recommendation.— *The level of protection to be provided for rescue and fire fighting should be based on the over-all length of the longest helicopter normally using the heliport and in accordance with the heliport fire fighting category determined from Table 6-1, except at an unattended heliport with a low movement rate.*

Note.— Guidance to assist the appropriate authority in providing rescue and fire fighting equipment and services at surface-level and elevated heliports is given in the Heliport Manual.

6.1.2 Recommendation.— *During anticipated periods of operations by smaller helicopters, the heliport fire fighting category may be reduced to that of the highest category of helicopter planned to use the heliport during that time.*

Extinguishing agents

6.1.3 Recommendation.— *The principal extinguishing agent should be a foam meeting the minimum performance level B.*

Note.— Information on the required physical properties and fire extinguishing performance criteria needed for a foam to achieve an acceptable performance level B rating is given in the Airport Services Manual, Part 1.

6.1.4 Recommendation.— *The amounts of water for foam production and the complementary agents to be provided should be in accordance with the heliport fire fighting category determined under 6.1.1 and Table 6-2 or Table 6-3 as appropriate.*

Note.— The amounts of water specified for elevated heliports do not have to be stored on or adjacent to the heliport if there is a suitable adjacent pressurized water main system capable of sustaining the required discharge rate.

6.1.5 Recommendation.— *At a surface-level heliport it is permissible to replace all or part of the amount of water for foam production by complementary agents.*

6.1.6 Recommendation.— *The discharge rate of the foam solution should not be less than the rates shown in Table 6-2 or Table 6-3 as appropriate. The discharge rate of complementary agents should be selected for optimum effectiveness of the agent used.*

6.1.7 Recommendation.— *At an elevated heliport, at least one hose spray line capable of delivering foam in a jet*

Table 6-1. Heliport fire fighting category

Category	Helicopter over-all length ^a
H1	up to but not including 15 m
H2	from 15 m up to but not including 24 m
H3	from 24 m up to but not including 35 m

a. Helicopter length, including the tail boom and the rotors.

Table 6-2. Minimum usable amounts of extinguishing agents
for surface level heliports

Category	Foam meeting performance level B		Complementary agents			
	Water (L)	Discharge rate foam solution (L/min)	Dry chemical powders (kg)	or	Halons (kg)	or CO ₂ (kg)
(1)	(2)	(3)	(4)		(5)	(6)
H1	500	250	23		23	45
H2	1 000	500	45		45	90
H3	1 600	800	90		90	180

Table 6-3. Minimum usable amounts of extinguishing agents for
elevated heliports

Category	Foam meeting performance level B		Complementary agents			
	Water (L)	Discharge rate foam solution (L/min)	Dry chemical powders (kg)	or	Halons (kg)	or CO ₂ (kg)
(1)	(2)	(3)	(4)		(5)	(6)
H1	2 500	250	45		45	90
H2	5 000	500	45		45	90
H3	8 000	800	45		45	90

spray pattern at 250 L/min should be provided. Additionally at elevated heliports in categories 2 and 3, at least two monitors should be provided each having a capability of achieving the required discharge rate and positioned at different locations around the heliports so as to ensure the application of foam to any part of the heliport under any weather condition and to minimize the possibility of both monitors being impaired by a helicopter accident.

Rescue equipment

6.1.8 Recommendation.— At an elevated heliport rescue equipment should be stored adjacent to the heliport.

Note.— Guidance on the rescue equipment to be provided at a heliport is given in the Heliport Manual.

Response time

6.1.9 Recommendation.— At a surface-level heliport, the operational objective of the rescue and fire fighting service should be to achieve response times not exceeding two minutes in optimum conditions of visibility and surface conditions.

Note.— Response time is considered to be the time between the initial call to the rescue and fire fighting service and the time when the first responding vehicle(s) (the service) is (are) in position to apply foam at a rate of at least 50 per cent of the discharge rate specified in Table 6-2.

6.1.10 Recommendation.— At an elevated heliport, the rescue and fire fighting service should be immediately available on or in the vicinity of the heliport while helicopter movements are taking place.

— END —

APPENDIX 1. AERONAUTICAL DATA QUALITY REQUIREMENTS

Table 1. Latitude and longitude

Latitude and longitude	Accuracy Data type	Classification Integrity
Heliport reference point.	30 m surveyed/calculated	routine 1×10^{-3}
NAVAIDS located at the heliport.	3 m surveyed	essential 1×10^{-5}
Obstacles in the circling area and at the heliport.	3 m surveyed	essential 1×10^{-5}
Significant obstacles in the approach and take-off area	3 m surveyed	essential 1×10^{-5}
Geometric centre of TLOF or FATO thresholds	1 m surveyed	critical 1×10^{-8}
Ground taxiway centre line points, air taxiways and transit routes points	0.5 m surveyed/calculated	essential 1×10^{-5}
Helicopter stand-points/INS check-points.	0.5 m surveyed	routine 1×10^{-3}

Table 2. Elevation/Altitude/Height

Elevation/altitude/height	Accuracy Data type	Classification Integrity
Heliport elevation	0.5 m or 1 ft surveyed	essential 1×10^{-5}
WGS-84 geoid undulation at heliport elevation position.....	0.5 m or 1 ft surveyed	essential 1×10^{-5}
FATO threshold, non-precision approaches	0.5 m or 1 ft surveyed	essential 1×10^{-5}
WGS-84 geoid undulation at FATO threshold, TLOF geometric centre, non-precision approaches.....	0.5 m or 1 ft surveyed	essential 1×10^{-5}
FATO threshold, precision approaches.....	0.25 m or 1 ft surveyed	critical 1×10^{-8}
WGS-84 geoid undulation at FATO threshold, TLOF geometric centre, precision approaches.....	0.25 m or 1 ft surveyed	critical 1×10^{-8}
Obstacles in the approach and take-off areas.....	1 m or 1 ft surveyed	essential 1×10^{-5}
Obstacles in the circling areas and at the heliport....	1 m or 1 ft surveyed	essential 1×10^{-5}
Distance measuring equipment/precision (DME/P)...	3 m (10 ft) surveyed	essential 1×10^{-5}

Table 3. Declination and magnetic variation

Declination/variation	Accuracy Data type	Classification Integrity
Heliport magnetic variation.....	1 degree surveyed	essential 1×10^{-5}
ILS localizer antenna magnetic variation	1 degree surveyed	essential 1×10^{-5}
MLS azimuth antenna magnetic variation	1 degree surveyed	essential 1×10^{-5}

Appendix 1

Annex 14 — Aerodromes

Table 4. Bearing

Bearing	Accuracy Data type	Classification Integrity
ILS localizer alignment	1/100 degree surveyed	essential 1×10^{-5}
MLS zero azimuth alignment	1/100 degree surveyed	essential 1×10^{-5}
FATO bearing	1/100 degree surveyed	routine 1×10^{-3}

Table 5. Length/distance/dimension

Length/distance/dimension	Accuracy Data type	Classification Integrity
FATO length, TLOF dimensions	1 m or 1 ft surveyed	critical 1×10^{-8}
Landing distance available	1 m or 1 ft surveyed	critical 1×10^{-8}
ILS localizer antenna-FATO end, distance	3 m (10 ft) calculated	routine 1×10^{-3}
ILS glide slope antenna-threshold, distance along centre line	3 m (10 ft) calculated	routine 1×10^{-3}
ILS markers-threshold distance	3 m (10 ft) calculated	essential 1×10^{-5}
ILS DME antenna-threshold, distance along centre line	3 m (10 ft) calculated	essential 1×10^{-5}
MLS azimuth antenna-FATO end, distance	3 m (10 ft) calculated	routine 1×10^{-3}
MLS elevation antenna-threshold, distance along centre line	3 m (10 ft) calculated	routine 1×10^{-3}
MLS DME/P antenna-threshold, distance along centre line	3 m (10 ft) calculated	essential 1×10^{-5}

— END —

ICAO TECHNICAL PUBLICATIONS

The following summary gives the status, and also describes in general terms the contents of the various series of technical publications issued by the International Civil Aviation Organization. It does not include specialized publications that do not fall specifically within one of the series, such as the Aeronautical Chart Catalogue or the Meteorological Tables for International Air Navigation.

International Standards and Recommended Practices are adopted by the Council in accordance with Articles 54, 37 and 90 of the Convention on International Civil Aviation and are designated, for convenience, as Annexes to the Convention. The uniform application by Contracting States of the specifications contained in the International Standards is recognized as necessary for the safety or regularity of international air navigation while the uniform application of the specifications in the Recommended Practices is regarded as desirable in the interest of safety, regularity or efficiency of international air navigation. Knowledge of any differences between the national regulations or practices of a State and those established by an International Standard is essential to the safety or regularity of international air navigation. In the event of non-compliance with an International Standard, a State has, in fact, an obligation, under Article 38 of the Convention, to notify the Council of any differences. Knowledge of differences from Recommended Practices may also be important for the safety of air navigation and, although the Convention does not impose any obligation with regard thereto, the Council has invited Contracting States to notify such differences in addition to those relating to International Standards.

Procedures for Air Navigation Services (PANS) are approved by the Council for world-wide application. They contain, for the most part, operating procedures regarded as not yet having attained a sufficient degree of

maturity for adoption as International Standards and Recommended Practices, as well as material of a more permanent character which is considered too detailed for incorporation in an Annex, or is susceptible to frequent amendment, for which the processes of the Convention would be too cumbersome.

Regional Supplementary Procedures (SUPPS) have a status similar to that of PANS in that they are approved by the Council, but only for application in the respective regions. They are prepared in consolidated form, since certain of the procedures apply to overlapping regions or are common to two or more regions.

The following publications are prepared by authority of the Secretary General in accordance with the principles and policies approved by the Council.

Technical Manuals provide guidance and information in amplification of the International Standards, Recommended Practices and PANS, the implementation of which they are designed to facilitate.

Air Navigation Plans detail requirements for facilities and services for international air navigation in the respective ICAO Air Navigation Regions. They are prepared on the authority of the Secretary General on the basis of recommendations of regional air navigation meetings and of the Council action thereon. The plans are amended periodically to reflect changes in requirements and in the status of implementation of the recommended facilities and services.

ICAO Circulars make available specialized information of interest to Contracting States. This includes studies on technical subjects.

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SUPPLEMENT TO
ANNEX 14 — AERODROMES
VOLUME II — HELIPORTS
(Second Edition)

Differences between the national regulations and practices of States and the corresponding International Standards contained in Annex 14, Volume II, as notified to ICAO in accordance with Article 38 of the *Convention on International Civil Aviation* and the Council's resolution of 21 November 1950.

JANUARY 1997

INTERNATIONAL CIVIL AVIATION ORGANIZATION

(ii)

SUPPLEMENT TO ANNEX 14, VOLUME II (SECOND EDITION)

RECORD OF AMENDMENTS TO SUPPLEMENT

<i>No.</i>	<i>Date</i>	<i>Entered by</i>	<i>No.</i>	<i>Date</i>	<i>Entered by</i>

**RECORD OF AMENDMENTS TO ANNEX 14, VOLUME II SUBSEQUENT TO
SECOND EDITION ISSUED JULY 1995**

<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>	<i>No.</i>	<i>Date of adoption or approval</i>	<i>Date applicable</i>

21/1/97

1. Contracting States which have notified ICAO of differences

The Contracting States listed below have notified ICAO of differences which exist between their national regulations and practices and the International Standards and Recommended Practices of Annex 14, Volume II, Second Edition, or have commented on implementation.

The page numbers shown for each State and the dates of publication of those pages correspond to the actual pages in this Supplement.

State	Pages in Supplement	Date of publication
Argentina	1	18/2/99
Australia	1	18/2/99
Austria	1	21/1/97
Canada	1	21/1/97
Chile	1	18/2/99
France	1	18/2/99
Germany	1	18/2/99
Greece	1	21/1/97
Netherlands	1	18/2/99
New Zealand	1	18/2/99
Norway	1	18/2/99
Spain	1	21/1/97
Sweden	1	18/2/99
United Arab Emirates	1	18/2/99

2. Contracting States which have notified ICAO that no differences exist

Bahrain	Kyrgyzstan	Portugal
Barbados	Namibia	Switzerland
China (Hong Kong SAR)	Niger	Tunisia
Finland	Oman	United Kingdom
Ireland	Pakistan	United Republic of Tanzania
Jordan	Peru	Uruguay

3. Contracting States from which no information has been received

Afghanistan	Bhutan	Chad
Albania	Bolivia	Colombia
Algeria	Bosnia and Herzegovina	Comoros
Angola	Botswana	Congo
Antigua and Barbuda	Brazil	Cook Islands
Armenia	Brunei Darussalam	Costa Rica
Azerbaijan	Bulgaria	Côte d'Ivoire
Bahamas	Burkina Faso	Croatia
Bangladesh	Burundi	Cuba
Belarus	Cambodia	Cyprus
Belgium	Cameroon	Czech Republic
Belize	Cape Verde	Democratic People's Republic of Korea
Benin	Central African Republic	

18/2/99

(iv)

SUPPLEMENT TO ANNEX 14, VOLUME II (SECOND EDITION)

Democratic Republic of the Congo	Latvia	Saint Lucia
Denmark	Lebanon	Saint Vincent and the Grenadines
Djibouti	Lesotho	Samoa
Dominican Republic	Liberia	San Marino
Ecuador	Libyan Arab Jamahiriya	Sao Tome and Principe
Egypt	Lithuania	Saudi Arabia
El Salvador	Luxembourg	Senegal
Equatorial Guinea	Madagascar	Seychelles
Eritrea	Malawi	Sierra Leone
Estonia	Malaysia	Singapore
Ethiopia	Maldives	Slovakia
Fiji	Mali	Slovenia
Gabon	Malta	Solomon Islands
Gambia	Marshall Islands	Somalia
Georgia	Mauritania	South Africa
Ghana	Mauritius	Sri Lanka
Grenada	Mexico	Sudan
Guatemala	Micronesia (Federated States of)	Suriname
Guinea	Monaco	Swaziland
Guinea-Bissau	Mongolia	Syrian Arab Republic
Guyana	Morocco	Tajikistan
Haiti	Mozambique	Thailand
Honduras	Myanmar	The former Yugoslav Republic of Macedonia
Hungary	Nauru	Togo
Iceland	Nepal	Tonga
India	Nicaragua	Trinidad and Tobago
Indonesia	Nigeria	Turkey
Iran (Islamic Republic of)	Palau	Turkmenistan
Iraq	Panama	Uganda
Israel	Papua New Guinea	Ukraine
Italy	Paraguay	United States
Jamaica	Philippines	Uzbekistan
Japan	Poland	Vanuatu
Kazakhstan	Qatar	Venezuela
Kenya	Republic of Korea	Viet Nam
Kiribati	Republic of Moldova	Yemen
Kuwait	Romania	Zambia
Lao People's Democratic Republic	Russian Federation	Zimbabwe
	Rwanda	

4. Paragraphs with respect to which differences have been notified

<i>Paragraph</i>	<i>Differences notified by</i>	<i>Paragraph</i>	<i>Differences notified by</i>
1.2	New Zealand	3.2.2	Austria Canada
2.1	Spain United Arab Emirates	3.2.5	Canada
2.1.1	Austria	3.2.7	United Arab Emirates
2.1.2	Germany Netherlands	3.3.2	Canada United Arab Emirates
2.1.3	Germany	3.4.1	Canada
2.1.4	Germany	4.2.5	Netherlands
2.1.5	Germany	4.2.8	Sweden
2.1.6	Germany	4.2.15	United Arab Emirates
2.1.7	Argentina United Arab Emirates	5.1.1.2	United Arab Emirates
2.3	United Arab Emirates	5.2.2.3	Norway
2.3.1	Argentina Chile	5.2.2.4	Norway
2.3.2	Argentina	5.2.3.3	Canada
2.4.1	Argentina	5.2.4.4	Netherlands Norway
2.4.2	Netherlands	5.2.7.4	Norway
2.4.3	Netherlands	5.2.12.2	Norway
		5.2.13.2	Norway
3.1.2	Austria	5.3	United Arab Emirates
3.1.3	Australia Austria	5.3.3.2	Australia
3.1.11	Australia	5.3.3.3	Australia
3.1.12	Australia	5.3.3.4	Greece
3.1.14	Australia	5.3.3.6	Greece
3.1.18	Netherlands	5.3.6.2	Australia Canada
3.1.23	Netherlands	5.3.8.13	Canada
3.1.33	Netherlands	6.1	France
3.1.34	Australia	Appendix 1	Argentina Germany Sweden
3.1.37	Canada		
3.1.39	Netherlands		
3.2.1	Canada		

CHAPTER 2

2.1.7 The geoid undulation is not provided.

2.3.1

2.3.2 *Remark:* It is not possible to provide it with the required precision.

2.4.1 g) The ground profile in clearways is not always provided.

Remark: It is not possible to provide such information until topographic measurements are made.

APPENDIX 1

Table 1 The geographical coordinates of the obstacles in the circling area and at the heliport are not provided, nor are those of the significant obstacles in the approach and take-off area.

Remark: It is not possible at present to provide such information.

Table 2 The geoid undulation is not provided at the heliport elevation position, at the FATO threshold and at the geometric centre of the TLOF for non-precision approaches; at the FATO threshold and at the geometric centre of the TLOF for precision approaches.

Remark: It is not possible to provide it with the required precision.

The elevation/altitude/height of the distance measuring equipment/precision (DME/P) is not provided.

Remark: It is not possible to provide such information until topographic measurements are made.

The integrity and classification of the aeronautical data are not provided.

Remark: There is no electronic database available.

Comment on implementation:

<i>Annex provision</i>	<i>Proposed date of implementation</i>
Chapter 2	To be confirmed in the second half of 1998.
2.1.7	
2.3.1	
2.3.2	
2.4.1 g)	
Appendix 1	To be confirmed in the second half of 1998.
Table 1	
Table 2	

CHAPTER 3

- 3.1.3 The overall slope is not to exceed 7.5 degrees.
- 3.1.11 The landing and lift-off area (LLA equivalent to TLOF) should have an area equal in size to the undercarriage contact points plus one metre on all sides.
- 3.1.12 The overall slope of the LLA, in any direction, should not exceed the slope landing capability of the helicopter.
- 3.1.14 Australian guidelines do not require a safety area.
- Remark:* Australian FATO is 2 times the overall length/width in lieu of 1.5 times the overall length/width as required by Annex 14, Volume II.
- 3.1.34 Australian guidelines do not specify the dimensions of an air transit route.

CHAPTER 5

- 5.3.3.2 The direction of approach should be indicated by at least two omnidirectional green lights or by one white lead-in light.
- 5.3.3.3*
- 5.3.6.2 The edge of the FATO should be defined by omnidirectional white lights spaced not more than eight metres apart or by a combination of markings and floodlighting. Where this is not practicable, the GEA should be so defined.

*Recommended Practice

CHAPTER 2

- 2.1.1 The geographical coordinates are reported in Austria in degrees, minutes, seconds. Geographical coordinates with accuracy as defined in Annex 14 will be reported with application of the WGS-84 latest at 1 January 1998.

CHAPTER 3

- 3.1.2 For designing and classifying heliports no distinction is made between performance classes of helicopters.

FATOs are divided into three classes by minimum length (diameter) requirement.

- 3.1.3 For designing and classifying heliports no distinction is made between performance classes of helicopters.

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- 3.2.2 For designing and classifying heliports no distinction is made between performance classes of helicopters.

FATOs are divided into three classes by minimum length (diameter) requirement.

CHAPTER 3

- 3.1.37 The minimum clearance between a helicopter stand and an object or other aircraft stand may be reduced to 3 metres in Canada.
- 3.2.1 Canada makes provision for performance class 3 helicopter operations at elevated heliports. The dimensions of the FATO at elevated heliports for performance class 3 helicopters is the same as that used for performance class 2 helicopters.
- 3.2.2 b) Canada makes provision for performance class 3 helicopter operations at elevated heliports. The dimensions of the FATO at elevated heliports for performance class 3 helicopters is the same as that used for performance class 2 helicopters.
- 3.2.5 Canada does not require a safety area around the FATO of elevated heliports.
- 3.3.2 The FATO for single main rotor helicopters operating on helidecks within the inland waters of Canada shall be of sufficient size to contain a circle of a diameter not less than the main rotor diameter of the design helicopter.
- 3.4.1 The Canadian standards for the size of a FATO located at the bow or stern of a vessel for a single main rotor helicopter requires the FATO to be of sufficient size to contain a circle with a diameter not less than the main rotor diameter of the design helicopter.

CHAPTER 5

- 5.2.3.3 Canada indicates the maximum allowable mass markings in thousands of pounds on the touchdown and lift-off area of elevated heliports and helidecks.
- 5.3.6.2 b) Canada requires a minimum of five lights to mark a circular FATO.
- 5.3.8.13 Canada permits the use of retro-reflective markers as the minimum lighting requirements at remote heliports where it is impractical to provide lighting.
-

CHAPTER 2

- 2.3.1 The heliport elevation shall be measured and reported to the aeronautical information services authority to the accuracy of one-half metre or foot.

Remark: Chilean authorities responsible for providing geodetic data have not yet determined WGS-84 vertical reference data sufficient to obtain the geoid undulation. Therefore, once these authorities have provided that information, we shall be in a position to make the corresponding publications.

Note.— In view of the above, we are still waiting to adopt the Standards in which subjects are mentioned relating to geoid elevation data, for example, paragraphs 2.1.7, 2.3.2, etc.

CHAPTER 6

- 6.1 In France the minimum level of protection is assured at surface level heliports by a quantity of 50 kg of powder or equivalent and at elevated heliports by a quantity of 250 kg of powder or equivalent.
-

CHAPTER 2

- 2.1.2 Full implementation of the quality system can only be achieved by the date indicated.
 2.1.3
 2.1.4*
- 2.1.5 Publishing of the heliport reference points in WGS-84 will be an ongoing task for some time after the
 2.1.6 date of applicability of Amendment 2.

APPENDIX 1

- Table 1 In Germany the description of obstacles differs as follows from what is given in these tables.
 Table 2
- a) Obstacles in the circling area for non-precision and turning departures and at the heliport.
 - b) Significant obstacles in the precision approach and straight departure area.
- Table 2 The WGS-84 geoid undulation at heliport elevation position will not be published in Germany.
- Remark:* This item is not considered to be required for VFR heliports. As concerns potential German IFR heliports, the WGS-84 geoid undulation would always be published for the FATO threshold, TLOF geometric centre. This would even apply for non-precision approaches because the MDH is also referred to this position.

Comment on implementation:

<i>Annex provision</i>	<i>Proposed date of implementation</i>
Chapter 2	31 December 1998
2.1.2	
2.1.3	
2.1.4*	
Appendix 5	It is not intended to comply with this provision.
Table 1 and	
Table 2	

*Recommended Practice

18/2/99

CHAPTER 5

- 5.3.3.4* The approach lighting system provided for a non-precision final approach and take-off area is 90 metres in length.
- 5.3.3.6* The installation of steady lights of the heliports regarding their light distribution and intensity has been realized in compliance with the previous editions of Annex 14, Volume II.
-

* Recommended Practice

21/1/97

CHAPTER 2

- 2.1.2 b) and c) In the Netherlands it is not yet considered necessary to determine the geographical coordinates of the
2.4.2 geometric centre of the touchdown and lift-off area, thresholds of the final approach and take-off area,
2.4.3 centre line points of the helicopter ground taxiways, air taxiways and air transit routes and helicopter
stands in terms of the World Geodetic System — 1984 (WGS-84) geodetic reference datum.

CHAPTER 3

- 3.1.18 The height limitation of 25 cm applies for helidecks and elevated heliports only. For ground level
heliports the maximum height of objects permitted in the safety area shall not exceed 35 cm.
- 3.1.23 The separation distances between:
— a helicopter-ground-taxiway and object shall not be less than 1x the greatest overall width of a
helicopter with rotor turning (centre line to object);
— a helicopter-ground-taxiway and a helicopter stand shall not be less than 1x the greatest overall width
of a helicopter with rotor turning (centre line to edge).
- 3.1.33 The separation distance between:
— an air-taxiway and another air-taxiway shall not be less than 3x the greatest width of a helicopter with
rotor turning (between centre lines);
— an air-taxiway and a helicopter-ground-taxiway shall not be less than 3x the greatest width of a
helicopter with rotor turning (between centre lines);
— an air-taxiway and a helicopter stand shall not be less than 1.5x the greatest width of a helicopter
with rotor turning (centre line to edge).
- 3.1.39 The separation distance between the edge of a runway strip and the edge of a FATO shall not be less
than 2x the overall length of the largest helicopter the FATO is intended to serve.

CHAPTER 4

- 4.2.5 The slopes for visual approach and visual take-off for Class 2 and Class 3 helicopters for the first section
shall be 12.5 per cent.

CHAPTER 5

- 5.2.4.4 The height of the marker shall not exceed 35 cm above ground or snow level.

CHAPTER 1

- 1.2 New Zealand has no heliports intended to be used by helicopters in international civil aviation.

New Zealand Civil Aviation Rules Part 139 prescribe rules governing the certification and operation of aerodromes and rules for operators of aircraft using aerodromes.

No person shall operate an aerodrome serving any aeroplane having a certified seating capacity of more than 30 passengers that is engaged in regular air transport operations except under the authority of, and in accordance with the provisions of, an aerodrome operating certificate issued for that aerodrome under New Zealand Civil Aviation Rules Part 139.

Remark: An aerodrome operator who is not required to hold an aerodrome operating certificate may apply for an aerodrome operating certificate.

New Zealand heliports are not required to be certificated.

Except for a person operating a helicopter on an external load operation, no person operating a helicopter shall use any place within a populous area as a heliport unless the heliport has physical characteristics, obstacle limitation surfaces and visual aids commensurate with the characteristics of the helicopter being operated and the ambient light conditions during operations, and the heliport is clear of all persons, animals, vehicles or other obstructions during the hover, touchdown or lift-off other than persons and vehicles essential to the operation, and the selected approach and take-off paths are such that, if the helicopter is not a performance Class 1 helicopter, an autorotative landing can be conducted without any undue risk to any person on the ground, and the helicopter can be manoeuvred in the aerodrome traffic circuit clear of any obstructions, and not in conflict with the aerodrome traffic circuit or instrument approach of any other aerodrome.

Remark: New Zealand CAA Advisory Circular AC139-08 contains heliport design standards for heliports in populous areas that are acceptable to the Director.

CHAPTER 5

5.2.2.3 Markings shall be yellow in colour instead of white in colour.

5.2.2.4

5.2.4.4

5.2.7.4

Remark: Yellow markings are used due to the need for improved visual references during the winter season when the heliport identifications are covered with ice and snow.

5.2.12.2 Air transit route markings are located along the edge of the air transit route only.

5.2.13.2

Remark: The reason for this is due to the possible damage which markers along the centre line may cause if the helicopter is forced to a sudden touchdown.

CHAPTER 2

- 2.1 At the present time, geographical coordinates indicating latitude and longitude are not expressed in terms of the WGS-84 system.
-

CHAPTER 4

- 4.2.8 The separation between the take-off climb surface and the approach surface is required to be 90 degrees or more, instead of 150 degrees.

APPENDIX 1

Table 1 to
Table 5 *Comment on implementation:*

For heliports with instrument approach procedures, Appendix 1, Tables 1-5 will be implemented on 23 April 1997, except that obstacles in the circling area and in the outer parts (>3 km) of the approach and take-off areas will have an accuracy of 30 m in latitude/longitude (Table 1) and 5 m in elevation (Table 2). Obstacle data not meeting the requirements of Appendix 1 will be identified with effect from 23 April 1998. For other heliports, the implementation of Appendix 1 is yet to be determined.

CHAPTER 2

- 2.1 CRC not yet implemented.
- 2.1.7 Geoid undulation information not available.
- 2.3

Comment on implementation:

- 2.1 November 2000.
- 2.1.7
- 2.3

CHAPTER 3

- 3.2.7 Frangible objects on some older structures do not meet new standards.
- 3.3.2 Some helidecks on older structures are of non-standard size.

CHAPTER 4

- 4.2.15 Some helidecks on older structures do not meet requirements for mobile obstacles.

CHAPTER 5

- 5.1.1.2 Some helidecks are not equipped with standard wind direction indicators.
- 5.3 Non-standard lighting systems are installed on some older helidecks.